

Georgia Northern #100

GOLD COAST - PRIVATE CAR

Feasibility Report
Addendum



Ref Desk



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CALIFORNIA STATE RAILROAD MUSEUM,

Old Sacramento:

EQUIPMENT RESTORATION FEASIBILITY INVESTIGATION

Compiled by

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WILLIAM A. ODEN

For the

STATE OF CALIFORNIA

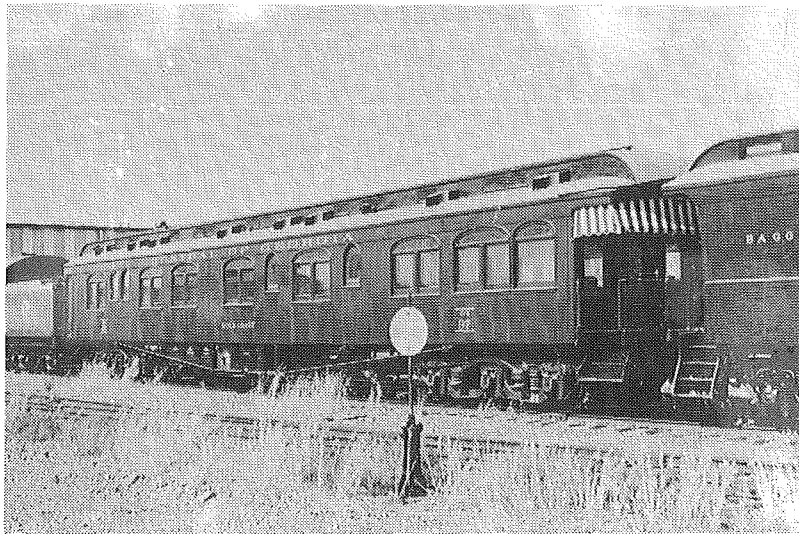
DEPARTMENT OF PARKS AND RECREATION

1976

CENTRAL OF GEORGIA RAILWAY COMPANY

PRIVATE CAR NO. 100 "THE GOLD COAST"

- I. Historical Perspective
- II. Current Condition Evaluation
- III. Restoration Recommendations



Sacramento, California, 1976

CENTRAL OF GEORGIA RAILWAY

BUSINESS CAR NO. 97

Summary

History: Central of Georgia Railway Business Car No. 97 was most likely constructed in the 1890's by an eastern builder and was rebuilt and modernized in 1917. The car was sold in 1933 to the Live Oak, Perry & Gulf Railroad and was later owned by the Brooks-Scanlon Lumber Company and as Georgian Northern Railway No. 100 prior to purchase by authors Lucius Beebe and Charles Clegg. The car was redecorated in plush Victorian-Venetian decor for 1948-1950 private car occupancy at Carson City, Nevada, as "The Gold Coast". It was presented to the Railway & Locomotive Historical Society Pacific Coast Chapter in 1954 and to the State of California in 1969. The car is presently on semi-restored display in the reconstructed Central Pacific Railroad Passenger Station at Old Sacramento, California.

Condition: The mahogany inlaid car has been regularly cleaned and painted and is in very good condition; with minor repairs it is still serviceable for rare operation. Its present generally complete physical condition most closely resembles its 1948-1950 appearance on the Virginia & Truckee Railway with fireplace, overstuffed mahogany furniture, leaded glass mirrors and crystal chandeliers.

Restoration: The car's significance for the California State Railroad Museum lies in the retention and further restoration of its unique 1948 condition as the opulent Georgia Northern Railroad Private Car No. 100 "The Gold Coast". It requires further cleaning, patching, painting, relettering, brass polishing, professional mirror restoration and minor prop acquisition to complete its fascinating museum display as the converted Victorian era private railroad car of the late Lucius Beebe.

Stephen E. Drew
William A. Oden

July 1976

CHRONOLOGY

- 189_ Built as all-wood Victorian-era business car
- 1905 In operation as Central of Georgia Railway No. 97, new trucks
- 1917 Rebuilt: Commonwealth steel platforms, bolsters and Gould generator
- 1933 Sold to Live Oak, Perry & Gulf Railroad
- 194_ Sold to Brooks-Scanlon Lumber Company
- 1946 Sold to Georgia Northern Railway Company No. 100
- 1948 Sold to Lucius Beebe and Charles Clegg
Redecorated, christened "The Gold Coast"
Occupied at Virginia & Truckee Railway Yards, Carson City, Nevada
- 1950 Stored at Sparks, Nevada, and Portola, California
- 1954 Presented to Railway & Locomotive Historical Society, Inc.
Pacific Coast Chapter
- 1955 Operated for Oakland-San Jose excursion
Displayed Southern Pacific R. R. Centennial, Sacramento
- 1959 Filmed as Watertown & Eastern No. 100 for "Pollyanna"
- 1961 Displayed at Belmont, California
- 1964 Displayed at Escalon, California
- 1965 Displayed at Hayward, California
- 1967 Displayed at Redwood City, California
- 1968 Displayed at Port of Oakland
- 1969 Presented conditionally to State of California
Stored Safeway Stores Distribution Warehouse, Sacramento
- 1976 Placed on semi-restored display at Old Sacramento

I. HISTORICAL PERSPECTIVE

1890 - 1947

Private transport over rails has since its inception been a status symbol for the extravagantly wealthy. Although the cost of a private car was frequently just under \$50,000--low when compared to the price of yachts and Rolls Royces of the same period--the private railroad car alone carried with its passengers the expression of wealth. No other method of transport or possession of property approached its position of prestige in the public mind. The private car as no other mode of movement exhibited a small world of luxury.

The acclaimed status of the private car reached its peak in the late Nineteenth Century when Victorian wealth evoked great public admiration. Wealth was available only for the ambitious few and the indications of being well to do were proudly and prominently displayed. The private railroad car as no other possession quietly but elegantly bespoke the owner's well established station in life.

The earliest private railroad transport appeared in England in the 1830's. This mode of transportation included small private coaches which were fastened to railroad flat cars for movement. Used for transporting the nobility of the period, the coaches eventually diminished in popularity because of their problems of maneuverability.

The Pullman Palace Car Company of Chicago built the majority of the great private railroad cars. In them one might encounter fine imported French furniture, uncountable swags and tassels, huge brass beds, polished marble fireplaces and elegant crystal chandeliers. A perfect Gothic style might grace the entire car or it could house anything from the exquisite detail of Victorian furnishings to even a Turkish bath. Whatever the interior decor, the private varnish embodied the elegance of the period: a symbol of wish fulfillment.

Perhaps because of the plush interior or the pose of indulgence, the private car often acquired the reputation as a traveling boudoir on wheels in which morals crumbled and virtues eventually weakened. Whatever the rate of immorality on the car, the reputation undoubtedly contributed to the romantic lure of the private varnish and the seductive nature of the rails as an appealing mode of lavish travel.

The private car often has a somewhat fragmented history. Through their years of existence many of the cars have changed owners as well as home base railroads so that unfortunately their true identity in many cases remains buried to a great degree in stories, folklore, myth and "hand me down" history from one owner to the next. Details show up only occasionally in the faded society pages of years past or in scattered railroad records. Unfortunately, the obscure early history of "The Gold Coast" is no exception.

The earliest known owner and home road of the car was the far-flung empire of the Central of Georgia Railway Company with general offices and shops at Savannah, Georgia, on the Atlantic Coast. New or rebuilt steel reinforced six wheeled wood frame trucks were constructed for the car at Savannah in 1905 as documented by cast builder's plates still under the car. By 1905, the car is well documented as Central of Georgia Railway Business Car No. 97. But the original all wood body and underframe construction of the car, the inlaid dark mahogany Victorian era interior and the Pintsch gas and kerosene oil lamp remnants are uniquely 1890's era characteristics which were outdated and nearly forgotten by 1905. Many of the unquestionably original fixtures still on the car bear visible patent and construction dates as early as 1885.

The Central of Georgia Railway Company was chartered on October 17, 1895, as successor to the properties and franchises of the Central Railroad & Banking Company of Georgia, the Savannah & Atlantic Railway Company, the Macon & Northern Railway Company, the Montgomery & Eufaula Railway and the Mobile Girard Railroad Company. Several of the roads had their origins as far back as the 1830's. By the end of 1901, the Central of Georgia's properties also included the diverse equipment, trackage and assets of the Middle Georgia & Atlantic Railway, the Bruton & Pineora Railway, the Dover & Statesboro Railroad, the Chattanooga, Rome & Southern Railway and the Chattanooga & Durham Railroad. It is not known whether "The Gold Coast" was ordered new following the 1895 incorporation of the Central of Georgia or whether the car was acquired along with the rolling stock of one of nearly a dozen predecessor Central of Georgia railroads.

It is apparent that the car was built as all-wood construction for initially specific use as a railroad officer's business car. The general Victorian lines and features of the car could have easily been built by any one of a dozen major Eastern car builders. The lack of any particular builder's distinctive peculiarities also suggests that the car may well have been constructed during the 1890's in the well-equipped

Savannah home shops of the Central of Georgia Railway or any number of its predecessor roads. In either event, the car's built-in cast iron, brass and nickel fixtures were standard, basic stock items selected from large illustrated part catalogues distributed by major Eastern car builders, dealers and suppliers. Many of these fixtures still on the car date exclusively to the 1890's with some individual patent and construction dates as early as November of 1885. From the preponderance of early car fixtures marked Dayton Manufacturing Company, it is tempting to speculate the car's circa 1890 construction at the huge renown shops of the Barney & Smith Dayton Manufacturing Company at Dayton, Ohio. The Barney & Smith firm was established in 1849 and ultimately had a payroll of over 2,000 artisans on 50 acre grounds from which rolled elegantly appointed coaches for steam, electric and cable railroads throughout the United States.

"The Gold Coast" was originally built as all-wood construction with oak underframe sills, 2 inch beveled edge tongue and groove siding, a wooden open end platform, full length vented clerestory, a nailed tin and tar covered roof and six wheel wood frame trucks. Inside, the 82 foot long car was divided between a small forward two man crew section and major rear dining, stateroom and business compartments. As built, the car contained an open observation-lounge room with six double berth seats, a passageway toilet, linen closet, two private staterooms, a formal dining room with built-in china closets, a kitchen, porter's quarters, a heater room, water supply and an enclosed stall shower. Both staterooms had their own private toilet rooms while the large master bedroom compartment in addition boasted a double bed with a single drop berth and bath tub. All of the compartments and passageways were paneled in rich mahogany wood inlaid with maple and either white ash or birch striping. The car gleamed with elegant exposed brass fixtures while large side and end windows provided scenic rail travel. Individually controlled gas lamps hung from the full Empire type ceiling and vented brass kerosene lamps adorned the walls. The car was fully self contained and functionally designed for the transaction of business and close rail property inspection required by executive management. Fully stocked, the car could feed and sleep 12 persons without taking on additional provisions for over a week.

In 1916, the Central of Georgia contemplated major alterations to their three Officer's Cars Nos. 97, 99 and 100. Bids for the application of steel underframes were secured from Pullman, American Car & Foundry, Commonwealth Steel and Barney & Smith. Low bidder with a material cost of approximately \$2,400, the Commonwealth Steel Company of St. Louis furnished 20,000 lbs. of cast steel underframe material in the form of needle and "I" beams, cross ties, platforms and upright

end frames. Installation was completed in December 1917 at the C. of G.'s main Savannah Shops at a calculated total material and labor cost of \$3,205.59 while the car's total weight was increased to 156,000 lbs. At the same time, the car was rebuilt and modernized. A modern 1916 Gould generator 32 volt electric lighting system was installed throughout the car and the meager kitchen ice box capacity was more than tripled by the construction of a six door closed vestibule ice compartment having a 1,500 lb. capacity. The Stateroom "B" bath became a shower and the previous stall shower was converted to a baggage storage compartment. Individually embroidered towels and linens marked Central of Georgia Railway No. 97 bespoke the car's unique road name and number. Fully reconditioned, the officer's car purportedly operated at one time or another on every branch of the Central of Georgia's nearly 2,000 miles of trackage. With well established daily traffic in particularly industrial development and agriculture, the wealthy Central of Georgia system for several years was known as the longest railroad in the world under one management.

Following the mid 1920's Florida land boom, the preference of the Interstate Commerce Commission and major U. S. railroads for modern and low maintenance all-steel cars brought about a gradual retirement of wood frame equipment. In 1933, Central of Georgia Business Car No. 97 began its successive chain of owners which eventually led to its 1948 conversion as "The Gold Coast".

On November 27, 1933, the car was sold by the C. & G. Railway to the Live Oak, Perry & Gulf Railroad--a Florida short line with general offices at Live Oak, Florida. The Live Oak, Perry & Gulf operated less than a hundred miles of lumber trackage in north-central Florida under the control of the Atlantic Coast Line. Eventually the Coast Line sold their interest in the Live Oak road to the Brooks-Scanlon Lumber Company whose president, Joe Foley, used the business car primarily for personal fishing trips.

Finally, in the mid 1940's, C. W. Pidcock, president of the Georgia Northern Railway Company, purchased the car from Mr. Foley. Since leaving the Central of Georgia, the car exterior had received several coats of painfully vivid bright red and green paint and the Georgia Northern's Pidcock family management concluded to restore the car's austere business function relettered as the Georgia Northern Car 100. By 1945, many of the car's original brass fixtures had disappeared and the business car required general refurbishing. Georgia Northern General Manager W. L. Pippin relates the car's activities immediately following acquisition by his line:

"Mr. Pidcock had the Central of Georgia Railway Company go over this old car in their coach shops in Savannah, and when it was brought to the Georgia Northern Railway we used it strictly for entertainment purposes on our own lines, and occasionally we took it off-line to Atlanta for a football game."¹

Stored near the company's general offices at Moultrie, Georgia, Georgia Northern Business Car No. 100 was only infrequently operated over the railroad's 66.78 mile main line between Boston, Georgia, and the Northern's connection with the Central of Georgia Railway at Albany, Georgia.

1948 - 1954

In 1948, Lucius Beebe, New York Herald Tribune columnist and famous author of books on American railroads, realized the dream of many railroad enthusiasts. With his associate Charles Clegg, he purchased his own private car in which to make his home in the Carson City, Nevada, Yards of the legendary Virginia & Truckee Railway. In an early 1948 letter to Virginia & Truckee Vice-President and General Manager Gordon A. Sampson, Beebe outlined his reasons for purchasing a private car and for selecting Western Nevada as his home in which to complete the latest of his literary endeavors:

"Charles M. Clegg, jr, who was my collaborator in writing and photographing 'Mixed Train Daily', a book of short-line railroads, which was the first book on railroading ever to become a best seller, according to official seller lists, and I are working on a Wells Fargo history for publication next year. We hope to get in on the second California gold rush, as it were, this one, of course, a book bonanza.

"It came to our mind that Nevada, for many reasons, was the place for us. It has the historical background, the obvious scenic assets and wonderful climate at least a part of the year and if we needed to be there, it is just over the hill from San Francisco where we have many friends and business connections. Of all places in Nevada, Carson seemed the most pleasant and we got around to the idea of a business car set out in your yards at Carson City, which is really more like a port than a railroad classification yard.

"We have therefore purchased from C. W. Pidcock, president of the Georgia Northern railroad, a private business car, a rather substantial coach built in 1907 by the Central of Georgia at the Savannah shops for Mr. Pidcock's grandfather. The car is now simply numbered Georgia Northern No. 100, but we are re-christening it to the name 'Gold Coast', and are having it redecorated by Robert Hanley, Inc., of Hollywood, a well known firm of commercial decorators in the film colony. It is our purpose to make it our west coast home for part of the year at any rate. Any substantial alterations and cabinet working and such we plan to have done locally in Nevada. The most substantial of these that I know of at the moment will be an arrangement of some sort of a pressure service for water and new cooking apparatus to supplant the present old time cumbersome coal range.

"The establishment of some sort of home or at least a part-time home is not new to Mr. Clegg or myself as we are both very San Francisco minded and I even have property in the west. For a time we thought of Owens Valley, but that is in California, a less amiable community than Nevada, and most of all no railroad with a real character."²

With Lucius Beebe and Charles Clegg onboard, the Georgia Northern business car was waybilled out of Albany, Georgia, on March 23, 1948, as a sleeping car on its own wheels. Consigned to V. & T. General Manager Sampson, the car arrived at Reno, Nevada, via the Southern Pacific Railroad, on April 24, 1948, amidst considerable local notoriety. The fabled V. & T. had seen dozens of opulent private railroad cars in its heyday but not since ex-President Herbert Hoover visited Virginia City with Ogden Mills in 1933 had a private car been routed over the Virginia & Truckee.

Parked on V. & T. tracks near the Mitchell Warehouse in Reno, the interior of the car received compartment alterations performed by the Builder's Mill of Reno and a complete redecorating. Rapidly outfitted in less than a month in Victorian or early Edwardian furnishings, the luxurious self-contained car was christened "The Gold Coast" after the name of the precious metal so intimately connected with the history of the "Golden State" and the West.

On May 10, 1948, the maiden run of the 82 foot "Gold Coast" made enthusiastic copy in local papers as the car was pulled south behind V. & T. Locomotive Second No. 5 for spotting on the V. & T.'s private car siding below the Carson Passenger Depot:

"Guests of Mr. Beebe and Mr. Clegg on the first official run of the car from Reno to Carson City were Gordon Sampson, general manager of the V. & T., Mrs. Sampson, George Stetson and Graham M. Dean of Reno, and W. D. Caldwell of Los Angeles. Mrs. Ethel Aitken presided in the galley of the 'Gold Coast' and served one of her famous breakfasts while the car was en route from Reno to Carson City.

"'The Gold Coast', which has been reconditioned and decorated in Reno, has been decorated in modern Victorian style by the firm of Robert T. Hanley, Inc., of Hollywood. Its observation drawing room is 24 feet in length and its furnishings include crystal chandeliers, a marble fireplace and Venetian glass mirrors. The dining compartment has places for eight at table and there are sleeping accommodations for seven exclusive of crew quarters.

"'Private cars are a bit new in our experience, at least as owners,' Beebe remarked, 'but I guess they sort of run to members of my college class. Two other members of Yale '26, Jock Whitney and John Ringling North, owner of the circus, each have one, and who am I to ignore a trend?'"³

At home onboard "The Gold Coast" under tall cottonwoods and shaded lombardy poplars in the V. & T.'s Carson City Yards, Lucius Beebe and Charles Clegg authored several of their most popular volumes and hosted a constant entourage of social gatherings in the joint company of governors, British Royalty and plain Nevada neighbors. Occasionally the car was run over the hill to San Francisco or points east, but for the most part, it remained occupied on its own Carson City spur track. Until the publication of Beebe & Clegg's Virginia & Truckee: A Story of Virginia City and Comstock Times in 1949, V. & T. General Manager Sampson welcomed the presence of "The Gold Coast" in the Carson Yards. An initial V. & T. contract covering spur trackage rental was executed on May 25, 1948, calling for an annual fee of \$200.00; effective May 1, 1949, the rental rose to a modest \$20.00 per month plus electrical and private telephone connections. Light repairs such as truck journal and air brake

attention was performed in the V. & T.'s Carson City Shops where the car was occasionally moved when unoccupied for long periods of time during inclement Nevada winters.

As the demise of V. & T. operations neared, Beebe wanted "The Gold Coast" tied on the end of the last train out of Carson City on May 31, 1945. But Sampson, mindful of the fragility and heavy 75 ton weight of the steel-reinforced car, arranged for interchange of the car to the Southern Pacific Company at Reno at 5:30 p.m. on Monday, May 15, 1950. "The Gold Coast" reluctantly left the V. & T.'s Carson City Yards behind Coaches 23 and 24 and Baldwin 4-6-0 Locomotive No. 27 while three V. & T. sectionmen traveled alongside by truck to protect the car's safe handling while in transit. Through connections with Western Pacific Assistant to the President and former Railway & Locomotive Historical Society Pacific Coast Chapter Chairman Gilbert H. Kneiss, Beebe and Clegg moved out of "The Gold Coast" and had the car placed in interim storage with the Western Pacific Railroad at Portola, California, by December of 1950. The authors took up permanent Nevada residence in a Virginia City mansion in 1950 and began their rigorous revival leading to eight year ownership of the legendary Territorial Enterprise & Virginia City News of Mark Twain fame beginning in the fall of 1951. As railroads generally became reluctant to handle the Victorian-in-extreme museum piece, "The Gold Coast" was supplanted by the authors acquisition of a second private car--the \$325,000 1930's all-steel Pullman "Virginia City"--and "The Gold Coast" was presented to the non-profit Railway & Locomotive Historical Society's Pacific Coast Chapter in 1954 for permanent preservation and eventual museum display.

1955 - 1976

Under the care of members of the R&LHS Pacific Coast Chapter and Chairman Fred A. Stindt, "The Gold Coast" has been securely housed, maintained, publicly displayed and occasionally operated over the past 20 years. The car hosted the Chapter's Annual Dinner Meeting with an excursion between Oakland and San Jose in the spring of 1955; it was briefly displayed at the Sacramento Southern Pacific Railroad Centennial in August 1955. With arrangements negotiated through the Western Pacific Railroad, "The Gold Coast" was loaned for filming during the week of August 10, 1959, in the Napa Valley at St. Helena relettered as the Watertown & Eastern Railroad No. 100 for Walt Disney's motion picture "Pollyanna" starring Hayley Mills.

Brief static public display of the car in connection with civic functions occurred in Belmont in 1961; at Escalon, California, in 1964; at Hayward on August 24, 1965; in Redwood City on May 24-25, 1967; and at the Port of Oakland from September 12-14, 1968. Following extended free storage in the Western Pacific's Oakland Roundhouse and Commissary Shops, the car was moved via the Oakland Terminal Railway into a former Oakland Key System Railway Inspection Barn storage facility late in 1964. In May 1967 the car was completely cleaned and the exterior repainted and lettered as Central of Georgia Railway No. 97 by the Southern Pacific Oakland Shops at a cost to the Chapter of \$1,1167.30. With the development of the California State Railroad Museum at Old Sacramento, "The Gold Coast" was moved on July 7, 1969 into covered storage generously provided by Safeway Stores, Inc. at their east Sacramento food distribution warehouse.

At Sacramento, the car was occasionally moved into town to host promotional dinner and cocktail parties along Front Street in the restored section of picturesque Old Sacramento. On July 13, 1970, a gala Tiffany-serviced dinner was hosted aboard the car for California Governor and Mrs. Ronald Reagan; cocktail parties for civic and legislative dignitaries were held on the car by The Sacramento Trust for Historic Preservation in early 1970 and in February 1971, and by the Sacramento Historical Landmarks Commission on February 25, 1971. Prior to these major events, "The Gold Coast" received significant cleaning, repainting and refurbishing at the Southern Pacific's Sacramento General Shops; the car was actually lifted off its trucks, new observation platform tile was laid, the carpets and upholstery were professionally cleaned and the buffers were overhauled. In Sacramento, care of "The Gold Coast" has been the personal responsibility of the Chapter's amiable Director and Assistant Chairman for Museum Planning Dr. Denny S. Anspach; during a single well-planned weekend open house at the Safeway facility, an estimated 10,000 persons viewed "The Gold Coast" and surrounding Chapter pieces.

To spur further development of the California Railroad Museum, "The Gold Coast" was among fifteen historic pieces conditionally presented by the R&LHS Pacific Coast Chapter to the State of California under the terms of a gift deed agreement dated August 10, 1969. In advance of the July 3, 1976, opening of the Old Sacramento reconstructed Central Pacific Passenger Station, the car was once more thoroughly washed and cleaned. On June 30th "The Gold Coast" was carefully eased into the wooden station where it remains on static semi-restored daily public display.

At one time while owned by Beebe and Clegg, "The Gold Coast" was touted as one of only two privately owned railroad cars in operable condition in the United States. The private car was never made common by public availability: it remained through its history the mark of the rich few. The voluptuous extravagance of such indulgence has slowed and few people will likely ever experience the wicked decadence of being so supremely spoiled.

The late Lucius Beebe wrote of the decline of the private car saying:

"It went down the long tangent and around the final curve into history with its integrity undiminished, its radiance unimpaired as a symbol of social assurance and worldly affluence.

"This will be its claim to immortality in the pattern of American life and may well be its epitaph in the graveyard of remembered things. The private car was never in its lifetime anything but what its name implied."⁴

Elegant and luxurious, the experience of the private car was enjoyed only by a fortunate few.

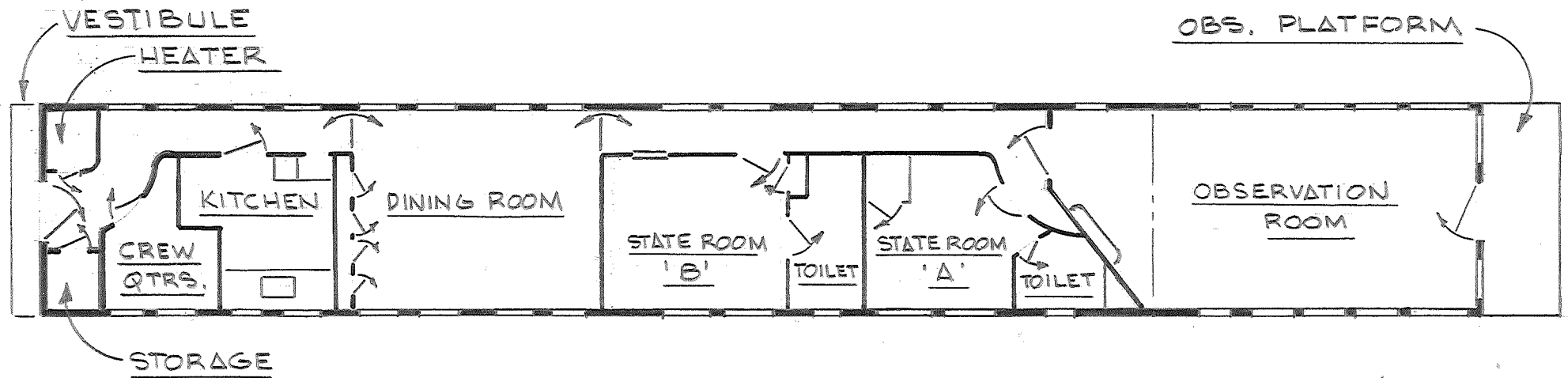
NOTES

1. W. L. Pippin, President and General Manager, Georgia Northern Railway Company to William F. Geeslin, Assistant to the President, Southern Railway System, letter, June 16, 1969, Denny S. Anspach Collection, Sacramento, California.
2. Lucius Beebe to Gordon A. Sampson, Vice-President and General Manager, Virginia & Truckee Railway Company, letter, Reno Evening Gazette, April 15, 1948.
3. Reno Evening Gazette, May 10, 1948.
4. Lucius Beebe, Mansion on Rails: The Folklore of The Private Railway Car, Howell-North, Berkeley, California, 1959, p. 16.

GEORGIA NORTHERN R.R.
PRIVATE CAR № 100
"THE GOLD COAST"

1890's

CIRCA 1948



FLOOR PLAN
NO SCALE

<u>LENGTH OVERALL</u>	<u>82'-1"</u>
<u>HEIGHT OVERALL</u>	<u>15'</u>
<u>WIDTH OVERALL</u>	<u>10'</u>
<u>WEIGHT</u>	<u>118,200 LBS.</u>
<u>SLEEPING ACCOMMODATIONS : 9 INCLUDING 2 CREW</u>	

SPECIFICATIONS

1948

Type: Private Car

Road: Georgia Northern Railroad

Number: 100

Name: "The Gold Coast"

Owners: Lucius Beebe
Charles Clegg

Gauge: 4 feet 8-1/2 inches

Construction: Wood

Weight: 150,000 lbs.

Date Built: Circa 1890's

Sleeping Accommodations: 9, including 2 crew

Exterior

Length

Body: 76 feet

Overall: 82 feet 1 inch

Width

Platform: 9 feet 6 inches

Overall: 10 feet

Height

Rail to Platform: 4 feet 3 inches

Rail to Roof: 14 feet

Body: 7 feet 6 inches

Overall: 15 feet

Doors

Platform: 27 x 79 inches, 16 x 55 inch window

Doors (Continued)

Rear: 26 x 79-1/2 inches, 2 14 x 17 inch windows

Vestibule: 26-1/2 x 78 inches, 18 x 24 inch window

Side: 26-1/2 x 67-1/2 inches, 17-1/2 x 30-3/4 inch window

Windows

Side single rectangular: 2, 39 x 41-1/2 inches, 26 x 36 inch glass

Side double rectangular: 15, 59 x 41-1/2 inches, 2 24 x 26 inch glass

Side single arched: 5, 23 x 32-1/2 inches, 20 x 28 inch glass

End: 2, 30 x 56 inches, 24-1/2 x 37-1/2 inch glass

Siding: 2 inch beveled edge tongue and groove

Underframe: Wood

Truss Rods

Number: 4

Diameter: 1-5/8 inches

Generator: Gould System

Heating System: Vapor Steam Car Heater

Water Tanks: 2, Pressurized

Battery Boxes: 2

Accessory Boxes: 3

Air Brakes: Westinghouse

Platforms: Steel

Roof

Type: Wood

Covering: Tar and tin

Trucks

Number: 2

Type: 6 Wheel

Frames: Wood

Wheels

Type: Steel

Diameter: 36 inches

Trucks (Continued)

Wheel Base: 10 feet 7 inches

Couplers: Sharon

Automatic Slack Adjuster

Interior

Length: 75 feet 4 inches

Width

Body: 8 feet 10 inches

Clerestory: 5 feet 4 inches

Length Observation Room: 21 feet 5 inches

Rear Passageway

Length: 21 feet 3 inches

Width: 2 feet 2-1/2 inches

Stateroom "A"

Length: 6 feet 1 inch

Width: 6 feet 6 inches

Stateroom "A" Toilet

Length: 4 feet 8-1/2 inches

Width: 3 feet 9 inches

Length Stateroom "B": 8 feet 5 inches

Length Stateroom "B" Toilet: 4 feet 8 inches

Length Dining Room: 14 feet

Length Forward Passageway: 12 feet 7 inches

Length Kitchen: 8 feet 8 inches

Length Crew Quarters: 5 feet 10 inches

Heater Room

Length: 2 feet 9 inches

Heater Room (Continued)

Width: 2 feet 11 inches

Storage Room

Length: 2 feet 5 inches

Width: 2 feet 10 inches

Length Vestibule: 3 feet 5 inches

LIFE

LUCIUS BEEBE SETS A STYLE

JANUARY 16, 1939 10 CENTS



"Woman has come here not only to pander to man's vitiated appetites but also to create and foster in him unholier desires."

DREADFUL CALIFORNIA

Being a true and scandalous account of the barbarous civilization, licentious morals, crude manners and depravities, inclement climate and niggling resources, together with various other offensive and calamitous details of life in the Golden State

by

HINTON HELPER

edited by LUCIUS BEEBE
and CHARLES M. CLEGG

illustrated by JAMES ALEXANDER

THE BOBBS-MERRILL COMPANY
INDIANAPOLIS Publishers NEW YORK

NEW YORK
Herald Tribune

European Edition
Published Daily and Sunday in Paris

230 West 41st Street
New York 18

Aboard "The Gold Coast"

Carson City, Nevada,

August 25, 1949

Dear Mr. Sampson,

In view of the obvious continuance in operation for some months to come, at the least, of the V & T Railroad and the necessity for our returning East in the near future, we are writing to request storage space in the Carson shops for our car, "The Gold Coast" for the winter months on the terms which have obtained in the past. Also the continued ~~occupancy~~ occupancy of "The Gold Coast" spur in the spring should the railroad at that time be in operation. The continuance of the recent small raise in rent suggested by you is agreeable to us.

In the event of the abandonment of service and actual removal of tracks during the winter months, we will, of course, take steps to remove "The Gold Coast" in accordance with your plans and date for suspension of service.

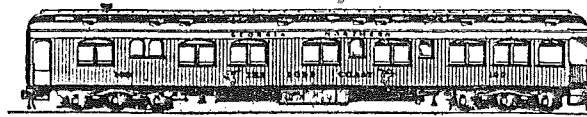
Yours very truly,

Lucius Beebe
Charles Clegg

Lucius Beebe

Charles Clegg

Gordon Sampson, Esq..



ABOARD THE CAR "GOLD COAST"

Virginia & Truckee RR

Carson, Nevada, September 13, '49

Dear Mr. Jackson,

On Tuesday evening of next week, the twentieth, Mr. Clegg and I are asking a few Nevada folk to dinner at the Bonanza Inn in Virginia for a sort of pre-publication party for our "U.S. West." We feel that, even though the formal release date set by our publishers isn't until the thirtieth, we want to break a bottle of wine, both figuratively and factually, over it at the mansion of one of the nabobs with which it is so intimately concerned. The company will be small and will include, by their acceptances, Roger Butterfield, Governor Pittman, Lord and Lady Wellesley and our other Nevada neighbors

If you have any possible excuse to be in the vicinage of the Comstock won't you join us? I am reasonably sure that your notice of our book will have been posted by that time and know that, in any case, that would be no consideration.

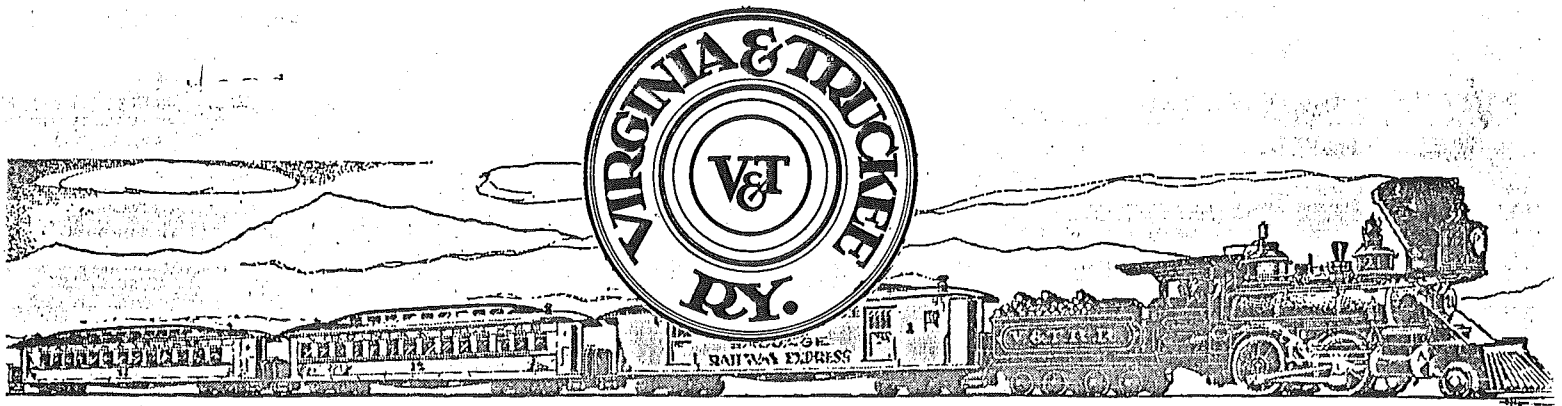
We would be enchanted to have you and will arrange for you for the night either in Virginia or aboard this car if you can conceivably make it.

Yours very truly,

Joseph Henry Jackson, Esq.

Joseph Henry Jackson Papers
Bancroft Library

Lucius Beebe



MAIN OFFICE: CARSON CITY, NEVADA

September 29, 1949

Mr. Lucius Beebe
Mr. Charles Clegg
"Aboard The Gold Coast"
Carson City, Nevada.

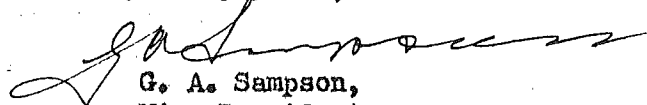
Dear Messrs. Beebe and Clegg:

This has further reference to our letter of September 1st, in which we discussed making storage space available in our Carson City shops for the "Gold Coast" commencing November 1, 1949.

In accepting the storage of the "Gold Coast" in our Carson City shops on November 1st or any subsequent date in 1949, we accept and assume no responsibility of any nature whatsoever as to the storage of this equipment. This Railway is to be held free and harmless from all claims and damages for any loss or damage or injury to persons or your property howsoever arising as the result of the use and the occupation of said Carson City shops by you which may be due in whole or in part to the act, negligence or fault of, or omission of any duty with respect to the same by you, your agents, servants, employees, permittees, or invited guests upon said premises. The Railway shall not be liable to you for any injury that may result to any person or property caused by water leakage of any character from the roof or walls or other portions of the premises, or caused by gas, fire, oil, electricity or any other cause whatsoever, in and about the Carson City shops, or any part thereof.

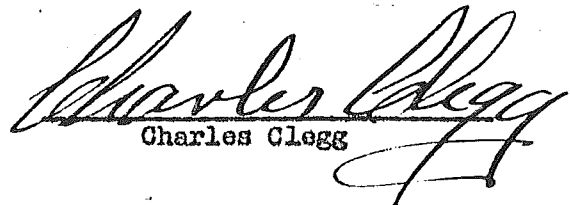
Your signatures placed at the foot of this letter will constitute an agreement and contract binding on both parties thereto. Will you please arrange to sign this understanding prior to your departure for the East and not later than October 31, 1949.

Very truly yours,

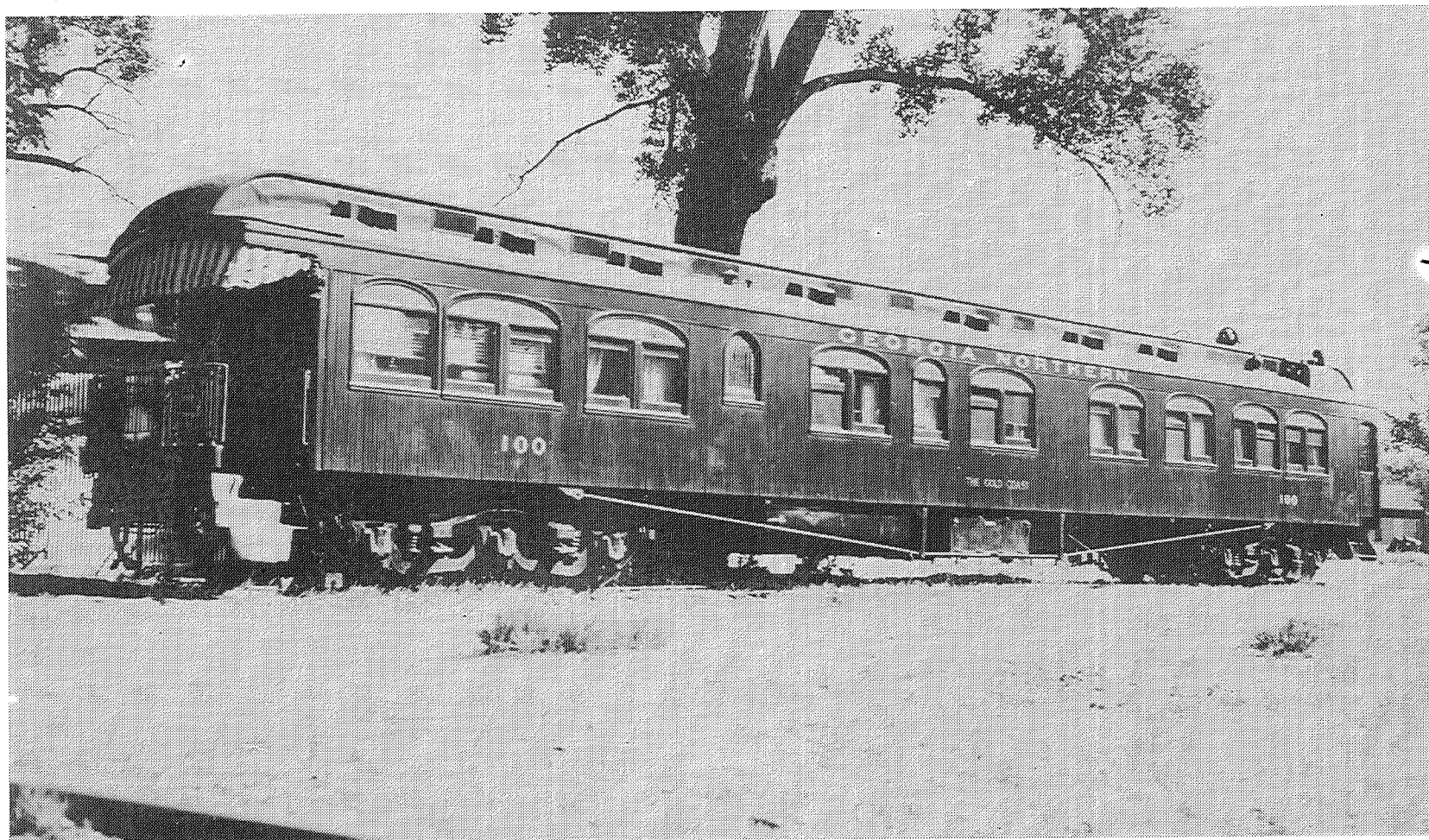

G. A. Sampson,
Vice-President

We accept the above terms and conditions
as binding.


Lucius Beebe


Charles Clegg

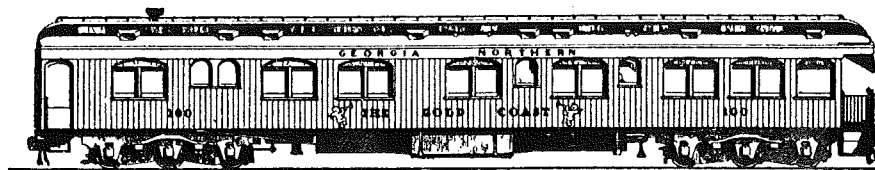
"Patronize Nevada's Famous Bonanza Railway"



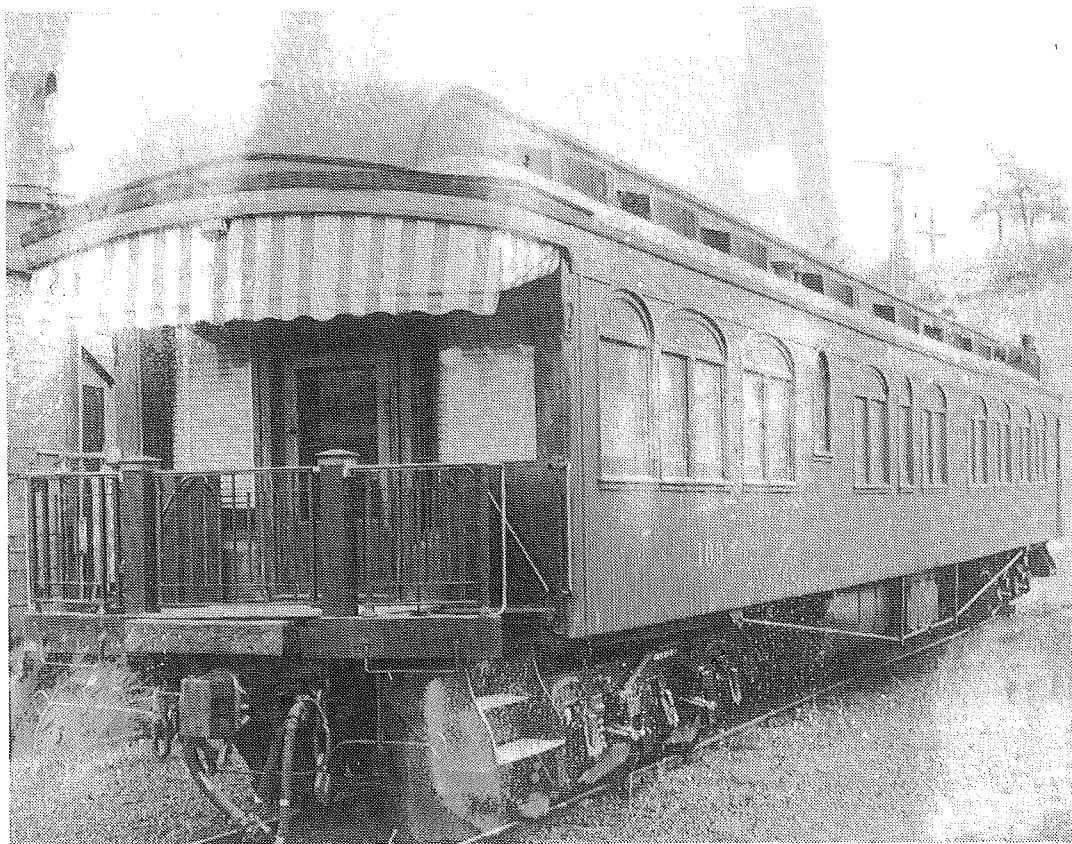
V&T Yards, Carson City, Nevada, September 6, 1948
(Al Rose Photo)



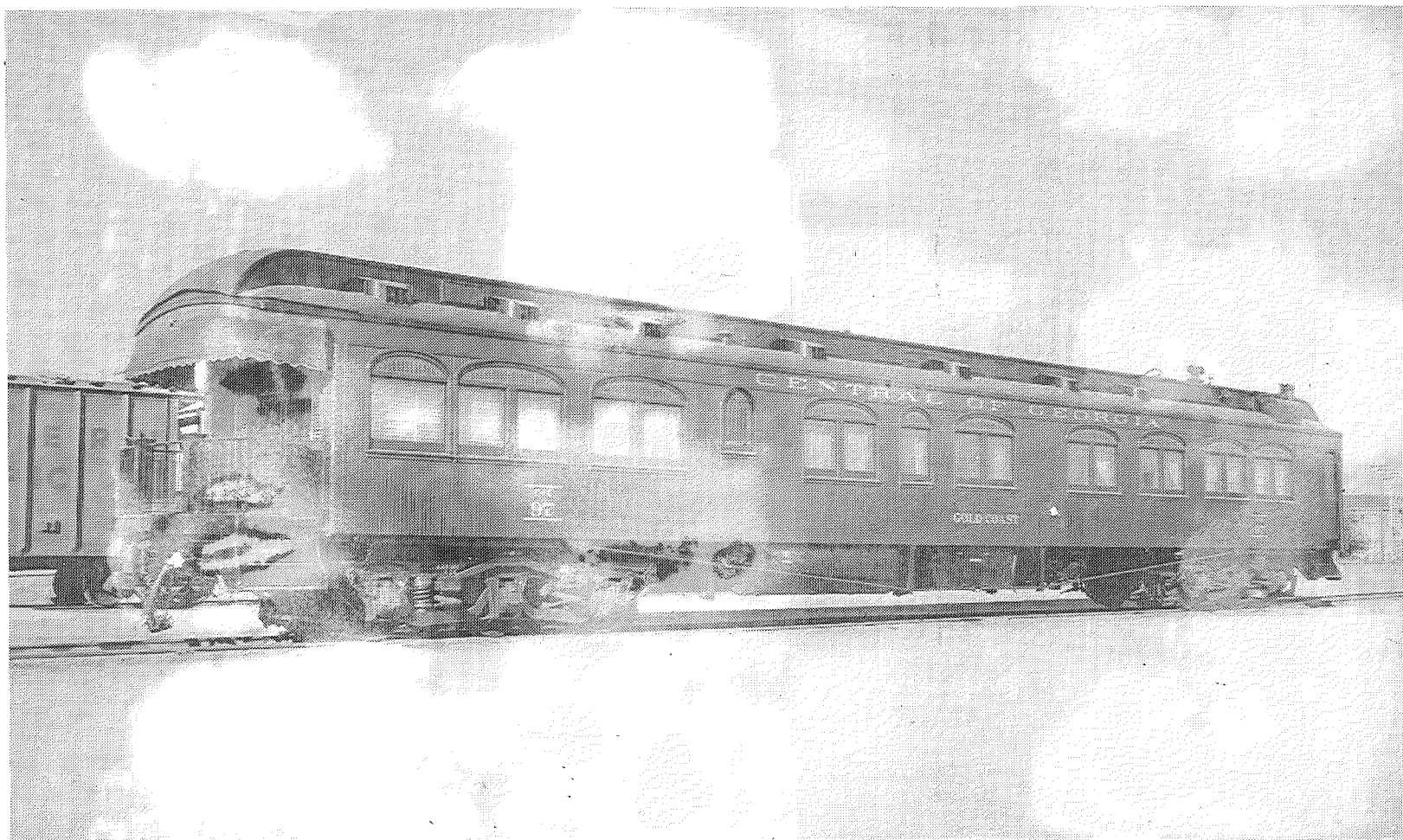
V&T Yards, Carson City, Nevada, 1949
(Oakland Tribune)



ABOARD THE CAR "GOLD COAST"



W. P. Yards, Portola, California, 1950's
(Walter W. Mulcahy Photo)



S. P.. Redwood City, California, May 24-25, 1967
(Fred A. Stindt Photo)



Dr. Denny S. Anspach, Observation Room, ca. 1971



Dining Room, Sacramento, California, ca. 1971
(Denny S. Anspach Collection)

II. CURRENT CONDITION EVALUATION

The Private Car "The Gold Coast" was closely examined inside the Safeway Stores food distribution warehouse in east Sacramento. The car has been intermittently stored by Safeway Stores without cost for the Railway & Locomotive Historical Society Pacific Coast Chapter and the State of California since "The Gold Coast" was moved to Sacramento in July 1969 from its former Key System Railway Inspection Barn storage in Oakland, California.

The car is basically composed of a cast steel reinforced wood frame and is structurally stable and solid. With minor maintenance, the car is generally serviceable for special common carrier operation, if desired. From a structural historic vantage point, the 82 foot car still most closely approximates its authentic circa 1948-1954 appearance than any other of its previous historical business car conditions.

The finite details of the early history, exact construction, configuration and operation of this unique car are obscure, at best. Contrary to previous historical findings, the date of construction of the car has very recently been established as being at least a decade older than had been previously surmised. Only recently has the 1917 steel platform and under-frame addition and complete rebuilding of the car been documented by fragmented though detailed blue prints recently uncovered by Southern Railway Assistant Vice President-Mechanical, J. G. Moore. If stock, many of the ornate dated brass fixtures still built into the former Central of Georgia business car could establish its date of construction as early as November of 1885 although a circa 1890's construction date presently seems more likely.

The most recent major alterations to the car were performed at Reno, Nevada, during April and May of 1948 following acquisition of the private car by Lucius Beebe and Charles Clegg. At Reno, the car was completely repainted and redecorated by Robert T. Hanley, Inc. of Hollywood, California, with major structural compartment alterations performed by the Builders Mill in Reno. With the exception of normal wear and routine maintenance, the appointments of the car have not been significantly altered since 1948. Presented to the R&LHS Pacific Coast Chapter in 1954 and subsequently to the State of California in 1969, the car has been occasionally operated, frequently displayed, thoroughly repainted and cleaned. "The Gold Coast" exterior was last repainted at the Oakland Southern Pacific Shops in May 1967 with additional cleaning and polishing performed during July 1970 by the S. P. Sacramento General Shops.

The car's major discrepancy with its historically accurate circa 1948-54 appearance is the present exterior painted lettering, numbering and naming of the car. As repainted to the specifications of the Pacific Coast Chapter in 1967, the car was lettered with Southern Pacific stencils reading Central of Georgia No. 97 "Gold Coast"; at all times while restored, owned and operated between 1948-1954 by Lucius Beebe and Charles Clegg, the car was always lettered Georgia Northern No. 100 and named "The Gold Coast".

Since July 1969, the wood car has been stored inside the Safeway food distribution warehouse on its own 1905 6-wheeled trucks on standard gauge rails. "The Gold Coast" was briefly moved out to host private dinner or cocktail parties at Old Sacramento most notably for Governor Ronald Reagan on July 13, 1970, The Sacramento Trust for Historic Preservation on February 24, 1971, and the Sacramento Historical Landmarks Commission on February 25th.

"The Gold Coast" is an amazingly complex piece of railroad equipment. The early history, exact original configuration and early appointments of the car are not well documented or easily discerned and, since its construction, the business car has undergone several major rebuildings, alterations, safety improvements and interior redecorating. As completely redecorated in 1948, the exclusively luxurious and yet compact nature of the interior appointments are difficult to appreciate except by close personal viewing. Though not entirely conventional to generally accepted operating railroad practices and furnishings, the interior appointments of "The Gold Coast" suggest its major use as an elegant stationary entertainment car rather than a piece decorated for extensive travel or daily main line rail service. Since its last entertainment use in 1971, the appearance and general condition of the car has not significantly altered with the major exception of inevitable dust and dirt accumulation. The car's foremost maintenance requirement is a thorough cleaning and polishing.

Following is a detailed current part enumeration and an evaluation of component accuracy in comparison to the car's actual circa 1948-1954 in service appearance and use as Beebe and Clegg's "The Gold Coast". Where known, pre-1948 car appointments have been included to help establish the car's otherwise obscure previous transition improvements and modifications. Unless otherwise noted, the general condition of component parts are considered good and reuseable for purposes of restored static public museum display. Particular attention has been paid to the complex interior appointments, furnishings and 1948 alterations which converted

the car from an ordinary railroad business car to the then luxurious private car "The Gold Coast".

Unless otherwise noted, all fixtures and components are presumed to have been last refurbished, altered or otherwise installed during April and May 1948, at Reno, Nevada, for custom use by Lucius Beebe and Charles Clegg as the Georgia Northern Private Car No. 100 "The Gold Coast".

COMPONENT ANALYSIS

Interior

Floor: Raspberry floral-patterned carpeting throughout observation room, state rooms, passageways, dining room and crew quarters; installed 1948, last cleaned 1970, shows visible signs of wear at critical doorway traffic locations. Floor is solid wood construction, one level, except for 7 inch high false wood platform constructed 1948 6-1/2 feet long from existing observation room end over former location of observation room toilet and over part of removed linen closet with gradual ramp descent down rear passageway beyond Stateroom "A" doorway. Platform has a single 7 inch step at observation end to conceal heating line valves and 1948 removal of seats, 4 foot long toilet and linen closet and construction of false diagonal non-structural fire place wall. Carpeted platform raiser conceals 2 access doors to heat valves Nos. 1-4.

Walls: Dark mahogany wood with lightly stained, oiled and polished finish; mahogany has inlaid maple and white ash or birch striping. Exposed mahogany in very good condition; minor cleaning and polishing required. Mahogany has been obviously patched 1948 in lengthened observation room at fire place end and has been heavily covered with pale green and ivory colored paint since at least 1947 in kitchen, toilets and crew quarters. Deep red mahogany interior finish throughout car is typical of 1890's era Victorian business car interior. Post-1948 mahogany scratches around interior car windows have resulted from non-conventional railroad application of household Venetian metal window blinds.

Windows: Wood frame windows throughout; generally good condition with patching and some molding renewal required. Most side windows are rectangular double framed windows with Chicago Curtain Supply Company dark green heavy cloth rose-patterned adjustable roller shades with metal locks. Brass push locks furnished on most interior windows with simple window lift on second window; most window locks and lifts are ca. 1890's conventional brass fixtures marked "Dayton Manufacturing Company, Dayton, Ohio". Most windows covered with Venetian blinds applied 1948 and/or Swanson's adjust-a-drape curtains and rods custom made 1948 for Robert Hanley, Inc., of Hollywood, California; most windows are stiff to operate, requiring cleaning, minor freeing and refitting.

Ceiling: 1890's era full Empire type ceiling; original color is discernible as slightly darker shade than present light cream-pink hue. Ceiling appears structurally sound though interior covering is deteriorating;

Ceiling: (Continued)

patching and repainting required throughout most of car with major attention required in Stateroom "A".

Clerestory windows: Half oval 7 inch high 20 inch long side opening windows and 8 inch high 44 inch long perpendicular bulkhead opening clerestory windows, shaded emerald leaded glass panes with ornate brass window hardware. Windows tilt inward for either forced outside air or cinder-screened ventilation using wooden window pole onboard car. Most windows intact and functional.

Brass hardware: Profuse original brass hardware fixtures throughout car; many are ornate highly decorative rare pieces. Most brass fixtures are ca. 1890's vintage stamped as manufactured by the Dayton Manufacturing Company, Dayton, Ohio--successors to the major Eastern car building firm of Barney & Smith. The majority of interior brass hardware including door locks, window lifts and electrical fixtures were removed 1948, cleaned, highly polished, lacquered and then reinstalled; lacquering deterred future brass tarnishing and almost eliminated polishing. Most cabinet locks are Yale standard; some brass components still on car have visible patent dates as early as November 1885. Many of the car's original distinctive antique brass accessories were removed prior to acquisition of the car by Beebe and Clegg in 1948.

Electric lights: Generally 32 volt Westinghouse lights throughout operated by Gould Lighting System initially installed ca. 1916-17.

Wiring: Obvious 1948 temporary addition of visible sound, communication and electrical lines held in place on wood moldings throughout car by unconcealed thumb and upholstery tacks; car telephones, clocks, gauges, sound system and most hi-fi speakers removed by 1955.

Heating systems: Two independent systems consisting of salt water pipe circulation in connection with hot water heater fire and completely separate Chicago Vapor Car Heating Company system actuated by locomotive steam line through seven individually regulated heating coils laid throughout car. Vapor system pipes generally run vertically along the sides of the car at floor level; covered by carpeted 6-5/8 inch shelf 10 inches off floor. Shelf has decorative exposed cast brass front heater grill work; grills all black with age, require cleaning and polishing. Several grills missing since at least 1948, particularly in forward passageway, dining room and 3 in observation-lounge-drawing room.

Observation-Lounge Room: Length of room extended 4 feet in 1948 by removal of seats, linen closet and toilet and installation of false platform and mahogany stained plywood patching. Until 1948, observation room contained 6 built-in seats for 12 passenger capacity.

Floor: Raspberry carpeting; worn in high traffic areas down center of car and at door. Requires cleaning.

End windows: 2, Glasses intact; open inward with window key for ventilation. Covering venetian blinds intact, heavy green cloth shades missing.

End door: Single window, right inward opening with appropriate railroad brass hardware including large brass door stop. Rose-patterned dark green cloth roller shade intact with tied curtain covering. Operable Yale automatic door closer painted gold to simulate brass: questionable contemporary addition.

Side windows: 10 Rectangular opening double windows intact with window lifts, shades and venetian blinds; 1 shade missing. Some hardware missing, particularly on exterior sashes. Unconventional 1948 installation of venetian blinds on a railroad car has caused scratches in inlaid mahogany occasioned through normal use and car operation. One emerald green side window marks location of toilet, removed 1948; damaged panes and leading are held together by posted paper, require some glass renewal and reassembly. Arched opening window has wood frame painted gold.

Draperies: Swanson's pleated adjust-a-drape with valance; custom made 1948. Generally good condition; require cleaning and pressing.

Bulkhead door: Mahogany with appropriate brass lock; door relocated 1948 from toilet, top corners rounded with saber saw and rehung at passageway on new door posts. Until 1948 remodeling, observation room entered passageway without door in center of car and curved to right around toilet to side wall corridor. Bulkhead clerestory window was moved 4 feet in 1948 to expand length of observation room. Original bulkhead between observation room, toilet and linen closet removed and scrapped 1948.

Fireplace: Non-functional Hollywood studio simulated antique green marble fireplace with mantel: carved wood 43-1/2 x 57 inch frame covered with fiberglass. Installed 1948, wired in place to partition atop platform protruding through corner of Stateroom "A" toilet and pre-1948 location of linen closet. Fireplace has simulated brick fire-wall, detached brass hearth grill and grate box containing amber colored glass illuminated by two 25 watt

Observation-Lounge Room: (Continued)

- 32 volt electric lights for simulated lighted fireplace effect. Electric cord to fireplace runs unconcealed atop carpeting to electrical fixture added 1948. Fiberglass finish is badly cracked and peeling.
- Mirrors: 8 inch square simulated Venetian glass mirrors glued 1948 diagonally on false wall behind fireplace and on two panels between side windows. Mirrors are discolored through age, peeling backs and mounting glue; require replacement or professional attention to reach nearly new 1948 appearance.
- Book cases: 2, Six shelf plywood cases built 1948 on either side of fireplace, stained mahogany. Contain numerous books donated by Beebe and Clegg with car in 1954.
- Ceiling: Cream-colored Empire ceiling, obviously patched at bulkhead and after 1948 removal of toilet and linen closet; requires crack patching and repainting. 12 operable clerestory windows; intact.
- Lights: 2 Ceiling 25 watt 32 volt electric residential-type crystal chandeliers added 1948; stabilizing wires to car sill molding removed 1970 and chandeliers professionally reassembled by Tony Bosco, Sacramento. Two double 15 watt silver sconces with crystals and simulated etched globes mounted on mirrored wall above fireplace 1948; intact, require cleaning and polishing. Individual on-off control switches on sconces. Two wall-mounted reading lamps with lenses in opposite corners of car end above chaise lounge and chair added ca. 1948. Ceiling chandeliers were originally site of ceiling Pintsch gas lamps when car was constructed; lamps and ceiling gas valves removed by 1920's.
- Fans: 16 inch circular electric fan in ceiling with adjustable vent grill, intact; added prior to 1948. 12 inch electric Jandus wall fan above fireplace removed after 1951; missing.
- Dual brass brackets in place between window sets to insert up to 5 drop-leaf tables as in Stateroom "A"; tables missing.
- Most wall fixtures removed by 1948: 4 ornate wall-mounted brass match boxes with match storage container and striking face; 2 wall-mounted double electric light sconces as in crew quarters, remnants of 2 black and white push button on-off switches present; and large brass basket racks above windows. Ornate inlaid wall mother of pearl porter call buttons intact.
- Unpainted air pressure line located to right of end platform door; gauge missing.

Observation-Lounge Room: (Continued)

Crudely installed hi-fi, telephone, electrical lines added 1948 with thumb and upholstery tacks run along floor boards and ceiling moldings. Conventional phone, interior and track inspection light controls in corner to right of observation door.

5-1/2 x 8 inch inscribed brass presentation plaque wall-mounted to right of former observation end toilet window; unfinished plaque wood mounting should be stained mahogany to match interior finish. 1907 date of construction of car on plaque is in conflict with exterior 1905 marked plates.

Furniture: All dark mahogany finish wood; upholstered 1948; last cleaned 1969 and soil-guarded.

2 matching stuffed chaise lounges covered with floral patterned pink chintz, fern green velour fringe and matching cushion

1 stuffed love seat covered with solid green chart, green velvet edge cording and buttons, and matching cushion

1 stuffed arm chair, cushion and small ottoman covered in raspberry

1 stuffed arm chair with cushion reupholstered in floral pattern since 1950; upholstered 1948 in raspberry

1 secretary's desk, compartments with debris belonging with car and to R&LHS

1 frame chair with upholstered green velour seat

1 desk lamp with printed paper shade reading "The Gold Coast" taped in place

1 magazine caddy

6 fringed head rest protectors printed "The Gold Coast" on furniture seat backs

2 stamped metal coach platform steps marked S. P. and D. & R. G. W.

Observation room furnishings included two additional wooden marble top cabinets and lamps 1948-1954.

Rear Passageway: Raspberry carpeted passageway along car side between observation and dining rooms with access to Staterooms "A" and "B". Broken Taylor thermometer and recessed rack along ramp from observation end; ramp added 1948. Cream color ceiling requires patching and repainting; 3 ceiling single bulb light fixtures with 2 simulated jewel globe coverings, 1 covering missing. 4 side windows covered by dark green rose shades and light curtains; brass hand rail intact on 2 windows, missing on remaining 3, 1 shade missing. Opening glass window and window hardware intact into Stateroom "B"; 31 x 36 inch leaded partition window and hardware removed 1948 into

Rear Passageway: (Continued)

Stateroom "A" and replaced by wood panel. Control valves Nos. 5 and 6 in passageway for regulating steam heat in staterooms. Until 1948, passageway curved around observation end toilet and linen closet to enter observation room in center of car floor. Inlaid mahogany paneling intact. 2 passageway brass coat and hat hooks missing by 1948.

Stateroom "A": Inlaid mahogany; room used 1948-1954 as guest room.

Floor: Raspberry floral-patterned carpeting installed 1948. Appropriate holes cut in carpet for floor-mounted door stops which were not properly removed and reinstalled when carpet was laid.

Windows: 2 Glasses and shades intact. Swanson's adjust-a-drape curtains as in observation room.

Door: Unusual 21 x 77 inch solid mahogany custom made curved door, very good condition; brass lock, floor catch and door hardware intact.

Ceiling: Visible severe water and heat damage, some patching evident, paint peeling; restoration required. Ceiling Pintsch light gas valve intact, former lamp heat shield location covered by plywood face board. 6 clerestory windows intact.

Lights: Single lamp hanging ceiling fixture with brass-plated frame and dark red glass globe added 1948. 3 single lamp wall-mounted brass fixtures with individual on-off switches located on either side of double wall window set and inside compartment door; 2 worn 1948 crudely trimmed shades intact on window lights, shade or jeweled cover missing on wall lamp.

Fan: Pre-1948 added Jandus Electric Fan Company, Cleveland, Ohio-marked 12 inch caged circular red wall-mounted fan intact on clerestory sill paneling.

Seats: 2 built-in double passenger worn green upholstered facing seats intact below side windows; upholstered side arm rests with mahogany frames. Seats convertible to lower berth; upper berth, berth lock and unlacquered decorative berth hinges intact. Berth opens using berth key. Brass wall fixtures intact between 4 passenger capacity seats for drop-leaf mahogany table; table intact. Table has tray edge molding to help keep articles on table when car is in motion. Two cord-edged berth pillows on seats. Lower berth mattress stored under cover atop closet. Inlaid mother of pearl porter call button intact on wall post between windows.

Closet: Built-in inlaid mahogany corner closet, door and door hardware intact. Closet has been heavily modified from original

Stateroom "A": (Continued)

use and location: relocated clothes rod intact, second rod and shelf missing, hangers and miscellaneous debris inside. Lower berth mattress and cover stored on top of closet. Prior to 1917, closet did not partially cover wall mirror and opened on observation room side of closet toward present location of dressers. Double security closet locks.

Mirror: Old style wood framed 18 x 63 inch leaded mirror intact between seats and closet.

Leaded glass passageway window, window hardware and wood-slatted venetian blind located behind dressers removed 1948 and replaced by mahogany-veneered wood panel.

Furniture: 2 Free-standing mahogany dressers stacked in front of former passageway window; unlocked cabinets in very good condition, contain miscellaneous debris and top cabinet curtained-door book shelf with books donated 1954.

Wall coat hook was relocated 6 inches right of original location, hook since broken, wall mount remnant still in place.

Stateroom "A" Toilet: Inlaid mahogany painted white and pale green by 1948. Toilet was slightly larger prior to 1948 removal of adjoining linen closet and installation of observation room fireplace wall cutting through Stateroom "A" toilet. Toilet generally requires cleaning, repainting or mahogany restoration and polishing.

Floor: Replacement 1920's era black linoleum, good condition.

Window: Ornate emerald green opening leaded glass window, intact, very fragile, some glass broken, cracked and/or pieces missing; reassembly required. Locking window lift intact. No window covering.

Door: 1, Solid wood door, lock and original brass door hardware intact.

Ceiling: Good condition. Air ventilator.

Light: Non-railroad inexpensive residential bathroom light fixture installed ca. 1940's over wall mirror.

Mirror: Original 20 x 42 inch leaded mirror in inlaid wood frame; silver backing has begun to peel at bottom and requires removal and restoration. Mirror apparently has never been re-mounted.

Corner toilet, nickel handled flush apparatus, seat, lid and contemporary cloth lid cover intact.

Oval basin and iced drinking water tank with drain is nickel plated brass addition with simulated wood grain curved front manu-

Stateroom "A" Toilet: (Continued)

factured by the Dayton Manufacturing Company, Dayton, Ohio, U. S. A., stamped "Paid January 19, 1915". Lid missing for water tank. Marked porcelain fixtures for hot and cold water and drain. Requires thorough cleaning and polishing.

Medicine cabinet: Natural finish wood cabinet, original leaded glass front intact; cabinet has been relocated from original installation.

Miscellaneous fixtures: Brass wall-mounted handle, mother of pearl porter call button, light switch with brass face plate, inexpensive contemporary toilet paper dispenser, 2 added porcelain towel rods and lightweight wood linen shelves constructed 1948. Early style wall-mounted nickel wire waste basket below basin missing; same style as in Stateroom "B" toilet.

Light gauge wire holding fireplace visibly protrudes into toilet from common plywood wall installed 1948 between observation room and Stateroom "A" toilet.

Kirby-marked brass adjustable ceiling exhaust vent marks location of original 1890's location of Kirby patent kerosene wall-mounted single font oil lamp prior to ca. 1917 to conversion to electricity. Vent marked "Kirby's patent adjustable lamp canopy, November 10, 1885". Exterior ornate Kirby roof jack intact.

Stateroom "B": Inlaid mahogany, very good condition.

Floor: Raspberry carpeting installed 1948 without removing floor-mounted door catch.

Windows: 2, Glasses and shades intact as in Stateroom "A". Inlaid mother of pearl porter call button on post between windows. Swanson's adjust-a-drape curtains; require cleaning.

Door: 21-1/2 x 77 inch solid wood door intact, brass lock assembly missing; door catch, stop and other door hardware intact.

Ceiling: Good condition; added antique 35 inch diameter wood blade circular ceiling fan. Fan likely conceals original mounting for 1890's ceiling gas lamp and regulator valve. 8 clerestory window intact.

Lights: Double globe wall-mounted brass light fixture with fluted porcelain shades, intact, excellent condition, requires only polishing. A circa 1917 addition; same type as added in observation room. Lamp initially installed on post between side windows. Kirby 1885 ceiling exhaust vent intact between windows; indicates position of original kerosene wall lamp re-

Stateroom "B": (Continued)

moved ca. 1917 when car was electrified. Adjustable brass exhaust functions now as ceiling outside air vent.

Fan: Added 12 inch Jandus red electric fan as in Stateroom "A"; wall-mounted on toilet bulkhead.

Closet: Adjoining closet to immediate left of entry door; door hardware including 3 locks intact. Closet contains 2 leaves for dining room table, 2 folding chairs, shelf, rod, double brass clothes hook and miscellaneous debris.

Leaded glass 26-1/2 x 32 inches intact in 31 x 36 inch window between stateroom and rear passageway. Venetian blind, window lift and blind lift hardware intact, very good condition.

Hinged berth intact above bed, berth key required to unlock. Old style decorative berth hinges in place; not removed 1948 with rest of car hardware for cleaning and lacquering prior to reinstallation.

Furniture: All dark mahogany finish wood.

1 double bed, mattress, springs, 2 pillows with Wells Fargo covers, green corduroy bed spread; good condition, purchased new 1948

1 night stand with clear glass top

1 free-standing replacement dresser with partial metal top railing; right section of railing is in observation room secretary desk

1 chair upholstered 1948 in Crimson

At one time, dressers were apparently built-in next to the bed at the present night stand location and near the free-standing corner dresser.

Remnants of crudely added 1948 low voltage lines; 1948 hi-fi speaker, clock and early style brass wall-mounted hat hook all missing.

Stateroom "B" Toilet: Inlaid mahogany painted white and green by 1948 as in Stateroom "A" toilet; general cleaning required.

Floor: Replacement 1920's era black linoleum, good condition.

Window: Ornate emerald green opening leaded glass window, intact, fragile; releading and remounting required. Window lift in place. No window covering.

Door: 1, Solid mahogany with 13-1/2 x 63 inch leaded mirror on stateroom side of door; brass door lock and hardware intact, very good condition.

Ceiling: Fair condition, veneer and paint peeling over shower.

Stateroom "B" Toilet: (Continued)

Lights: 1 Electrified antique Pintsch globe-marked ceiling fixture; former gas lamp ceiling valve intact. The large style lamp probably was not used for gas lighting the small stateroom toilet; suspect 1948 antique addition. 2 jeweled single lamp brass fixtures with individual on-off switches mounted on both sides of wood framed wall mirror; ca. 1917 addition. Jewels are 1948 replacements for previous lamp shades.

Mirror: Original 22 x 42 inch leaded glass mirror with inlaid mahogany frame; backing is peeling, requires resilvering.

Corner toilet, flush handle, wood seat and lid intact; good condition.

Oval basin and iced drinking water tank with drain is 1915 Dayton Manufacturing Company-marked nickel plated brass addition identical to Stateroom "A" toilet fixture. Glass under drinking water faucet. Requires cleaning and polishing. Chrome plated tooth brush holder and soap dish are post 1947 wall-mounted additions. Drinking water tank is February 1929 replacement; lid missing. Fixture marked "2 MCHST RD 97 B".

Medicine cabinets: 2 Single and double door wall-mounted wood cabinets; double door cabinet has lock and 2 original style 9 x 10-1/2 inch clear leaded glasses. Single door cabinet has plain replacement pane.

Shower: Suspect 30-1/4 x 31-1/4 inch pre-1917 addition; most fittings are ca. 1910 era: shower faucet with adjustable hot and cold valves, shower head missing, ornate circular railed wall-mounted sponge tray. Tile flooring is ca. 1920's replacement; chrome plated soap dish and rubber floor mat are 1948 additions. Shower area was originally a square bathrub.

Miscellaneous fixtures: Dayton Manufacturing Company-marked brass grab handle, porter call button, clothes hook added 1948, plastic towel rod below medicine cabinet and floor waste basket are post 1947 additions; 1920's era nickel wall-mounted waste container intact near toilet was at one time mounted on car side below toilet window. Pre-1948 large rod above double medicine cabinet missing; broken remnant of bracket still fastened to wall. Wall on-off switch for ceiling light intact.

Metal rod below wall mirror has 3 towels marked "C Ga Ry 97" for Central of Georgia Railway Business Car No. 97.

Kirby 1885 patented ceiling kerosene lamp vent intact above toilet; wall-mounted lamp removed upon ca. 1917 car electrification.

Dining Room: Inlaid mahogany throughout, very good condition.

Floor: Raspberry floral-patterned carpeting installed 1948.

Windows: 8 Rectangular opening double windows intact with Dayton Manufacturing Company-marked lacquered brass window lifts, Chicago Curtain Supply Company adjustable dark green rose-pattern roller shades and 1948 added venetian blinds; non-conventional railroad use of blinds has scratched mahogany window posts during operation of car.

Draperies: Swanson's pleated adjust-a-drape with valance and ball fringe; custom made 1948. Require professional cleaning.

Doors: 2 22 x 77 inch mahogany swinging doors with 14 x 27 inch leaded glass windows; brass door push plates highly polished 1970, door hardware intact at forward and rear passageway entrances to dining room. Bottom corner of forward door has been removed to clear floor steam heat carpeted cornice and likewise at top to clear curtain valance.

Ceiling: Empire-type ceiling; requires crack patching and repainting. 10 clerestory windows intact.

Lights: 2 Highly decorative glass globe and crystal hanging ceiling 25 watt electric chandeliers, added 1948 in place of 2 ceiling globes; lamp locations mark likely site of original Pintsch gas lamps. Chandelier stabilizing wires to car sill molding removed 1970. 4 double silver sconces with crystals and simulated etched globes as in observation room wall-mounted 1948 on mirrored panels between side window sets and 2 above lower berth seats; intact, require cleaning and polishing. 4 electric double lamp brass wall-mounted lights with fluted porcelain shades as in Stateroom "B" were installed ca. 1917 between each double window set; removed by 1949. Chandeliers reassembled 1970.

Fans: 16 inch circular electric fan in center of ceiling with adjustable grill; prior 1948 Georgia railroad addition. 2 12 inch electric Jandus wall-mounted red fans above lower berth seat and over china cabinet.

Most wall fixtures removed by 1948: 2 double brass rodged hat and coat racks between window sets; 4 ornate wall-mounted brass match boxes with match storage container and striking face located on the post dividing each double window set, all missing.

Seats: 2 Lower berth seats reupholstered 1948 in raspberry; covered arm rests and 1 fringed head rest protector with imprint "The Gold Coast". Wooden boxes below seats contain berth bedding.

Dining Room: (Continued)

Upper single berth removed 1948; covered by mirrored-wall. Full-length berth hinge cradle still intact atop lower berth seats. Seats likely rebuilt after 1917 or relocated ca. 1948 from observation room to form raspberry upholstered dining room couch.

China cabinet: Built-in inlaid mahogany cabinet opposite berth seats: center opening double door cabinet has 2 10 x 38 inch leaded glass front windows, 4 felt-covered shelves with 3 brass shelf edge railings last highly polished in 1970, drawer and double door cabinet below. 6 storage lockers: 3 on each side of glass china case intact. Of 8 brass door locks, 3 are original design, 5 are different style railroad replacements. Cabinet contains miscellaneous pressed linens and cloths many of which are embroidered as belonging exclusively on the car while lettered Central of Georgia Railway Business Car No. 97, replacement Westinghouse low voltage light bulbs, dumb waiter passage for food and dishes between dining room and kitchen, and miscellaneous debris. Steam heat control valve No. 7 located in lower left storage cabinet locker.

Mirrors: 8 inch square simulated Venetian glass mirrors glued 1948 diagonally on reinforced wall above lower berth and on two side wall panels between window sets. Mirrors are discolored through age, peeling backs and glue separation; require replacement or professional rebacking and remounting to re-achieve nearly new 1948 appearance.

Furniture: Dark mahogany, good condition, requires cleaning and polishing.

1 5-legged dining room table with 1 worn heavily fringed beige tablecloth; 2 table extension leaves in Stateroom "B" closet to accommodate up to 8 persons.

6 dining room chairs upholstered April 1948 for Robert Hanley, Inc. with green and gold stripe fabric. (2 additional dining chairs on car increase seating capacity to 8.)

Miscellaneous wall fixtures: 2 Honeywell furnace thermostats installed 1948 on either side of china cabinet; 4 original mother of pearl porter call buttons flush mounted on posts between double windows; light switches with brass facing plates last highly polished for 1970 dinner on car; miscellaneous low voltage communications and hi-fi lines crudely installed ca. 1948 with thumb and upholstery tacks; hi-fi speaker in wood box and door buzzer intact above rear passageway dining room swinging door.

Forward Passageway: Raspberry carpeted passageway along car side from dining room, past kitchen, curving to center of car past crew quarters ending with 1920's era black linoleum section between heater and storage room at forward service door. Cream color ceiling requires patching and repainting; 2 ceiling single bulb light fixtures with simulated jewel globe coverings, 1 circular ceiling fixture above front car door with frosted glass shade. 4 side double windows covered by dark green rose-patterned shades and light curtains; some shades ripped. Brass window hand rails intact. Inlaid mahogany paneling throughout. Heater passageway wall has been refaced; wall contains door bell, transformer and conductor's air valve. Wall-mounted fire extinguisher on passageway side of dining room door post; contemporary addition. End clerestory window replaced by wood panel prior to 1949; lock missing. Electric on-off push button switches with face plates.

Electric Compartment: Gould, New York, electric system patented April 11, 1916, installed ca. 1917 with 30 amp 30 volt and 45 amp 40 volt capacity panels. Mahogany 20 x 74-1/2 inch 2 section door with upper 12 x 34 inch leaded glass window. Prior to ca. 1917, car was gas and kerosene lighted and electrical compartment was dutch door porter serving window with shelf between kitchen and forward passageway and locking storage cabinet below; brass hardware intact for both doors: handle, wall catch, locks, hinges, etc. Dutch doors connected ca. 1917 to form single door, compartment enclosed and screened door ventilation holes provided for converted use as Gould electric car lighting compartment.

Kitchen: Inlaid mahogany repainted white and green by 1949, cleaning, repainting and/or mahogany restoration required for attractive display. Kitchen has obviously been altered and modernized on several occasions. Counters, sink and stove fitted with heavy foam covering to protect borrowed Stanford House Tiffany china and crystal used for 1970 dinner onboard car. Most pipe work, gas lines, ducts, vents, valves and kitchen electrical lines are exposed.

Floor: 1920's era replacement linoleum, fair condition.

Windows: 2 Arched single side windows above sink with rose green-patterned shades and wood-frame portable window screens at bottom. 2 1948 curtains missing. 4 10 x 28 inch clerestory windows painted white inside, red outside, have 7 x 24 frosted glasses; 4 brass clerestory window pulls painted over in off-white.

Kitchen: (Continued)

Door: 20-1/4 x 77-1/2 inch mahogany door, lock, catch and door hardware intact; also remnants of replacement lock.

Ceiling: Fair condition tongue and groove sheathing, requires re-painting. Ceiling contains vented fan, remnants of coal stove bunker and 6 plugged holes for meat hooks or early day Pintsch gas or kerosene ceiling lamps.

Lights: 3 1948 residential kitchen single light and glass globe replacement wall-mounted light fixtures: non-railroad household type chrome-plated fixtures as in Stateroom "B" toilet.

Fan: Georgia railroad circular vented ceiling exhaust fan replacement.

Cabinets: 4-Door built-in modified painted wood cabinets along car side below sink, 2 above sink, 1948 altered 3 compartment wine storage cabinets with plywood wine racks, altered cabinets, 2 rack ice cold storage box and cleaning supply cabinet with supplies surrounding location of converted dutch door serving window and counter. One cabinet to left of sink serves as dumb waiter dish passageway between dining room and kitchen. Pots, pans, dishes, debris and cleaning supplies in cupboards and on top of counters. Cabinet door hardware intact; some covered by paint.

Sink: 6 inch deep brass sink with side counters installed by 1948, good condition; fitted 1970 with sheet foam cushion. Exposed water pipes; faucet head missing.

Stove: 4 burner Wedgewood gas stove, oven and flue installed 1948 replacing large coal stove and ceiling coal bin. Evident previous coal stove vent patching through right kitchen cupboards. Sheet metal flashing around stove as fire and heat shield.

Water heater: Rheem water heater installed 1948 next to gas stove; gas water heater vents through predecessor coal stove exhaust duct. All exposed plumbing pipe work; inappropriate Westinghouse air gauge hooked 1948 into water heater service line.

Miscellaneous fixtures and accessories: Patrick, Carter & Wilkins porter bell call room indicator patented December 10, 1889, painted gold, previously dark red, mounted above water heater, excellent condition antique; Cutler-Hammer old style adjustable 7 position electric light dimmer switch installed ca. 1917 to control dining room lights, wall-mounted on kitchen side of electrical compartment; hinged wood drop counter to left of dumb waiter; 6 and 7 knife capacity wooden knife racks; 2 cutting boards and board holder mounted under left storage cabinet above sink; and 3 small metal wall hooks. Also ca. 1948 contemporary additions: fire extinguisher mount, extinguisher

Kitchen: (Continued)

missing; chrome-plated soap dish; drinking glass holder; 3 plastic towel rods, 1 broken; 3 rod towel rack; hand towel and paper dispenser; and 2 floor wastebaskets.

Crew Quarters: Inlaid mahogany repainted to white and green by 1949; mahogany intact underneath. Obviously highly modified and re-adapted at various times to provide quarters for two man car crew of cook and porter.

Floor: Raspberry floral-patterned carpeting installed 1948.

Windows: 2 Double windows with brass Dayton Manufacturing Company window lifts. Only 1 badly rotted dark green rose-patterned shade intact on left window; 1 missing on right window. Lightweight patterned tie-back curtains intact, require cleaning and pressing.

Door: Unusual 21 x 77-1/2 inch custom made solid mahogany curved door; good condition, some door jam nicks and scratches. Brass door lock, hinges and hardware intact. Inlaid door similar to Stateroom "A" Door. Contemporary wall-mounted fire extinguisher above door.

Ceiling: Generally good condition: patching and repainting required. 2 emerald green clerestory windows intact.

Lights: 1 Brass double light wall-mounted fixture with porcelain fluted shades as originally located in observation and dining rooms; relocated 1948 in crew quarters. 1 replacement single lamp fixture with ca. 1948 shade. Most electrical lines and switch relocated 1948 and left exposed.

Seats: 2 Lower berth seats upholstered in tan Naugahyde face each other on either side of window seat; drop leaf mahogany table intact between seats fits into 2 wall-mounted brass fixtures as in Stateroom "A". Single upper berth intact above seats requires berth key to open; berth hinges, lock and hardware intact except lock key hole brass face plate missing.

Mirrors: 8 inch square simulated Venetian glass mirrors glued 1948 diagonally on walls above lower berth seats; most are discolored or show glue-mounting damage with resilvering or replacement required.

Wall-mounted round drop basin with soap dish is standard July 15, 1913, Adams & Westlake fixture; appropriate spout missing. Floor toilet is No. 8 Dayton Manufacturing Company replacement. Crew quarters originally not built with toilet or wash basin; area previously served as clothes closet. Fixtures

Crew Quarters: (Continued)

added between 1917-1949, possibly relocated from former observation room toilet.

Wooden locker above toilet contains miscellaneous heavy duty electrical service cords for car; locker originally served as clothes and uniform cabinet with open closet clothes rod below prior to toilet and basin addition.

Miscellaneous wall-mounted fixtures include: last 2 remaining four hook brass coat and hat fixture originally installed throughout car; ca. 1948 additions of a chrome-plate tooth brush holder, brass towel and soap tray and inexpensive waste basket. 1 hand grab missing. Miscellaneous 120 volt string of lights taped together 1970's to provide interior car light.

Baggage Compartment: Reworked and repatched on several occasions.

Prior to 1917, compartment was a shower: the tile floor sides, holes for water controls and shower head, vent and shower rod remnants are still discernible. After 1947, baggage compartment altered as storage room; present contents include 2 Shell liquified petroleum propane gas tanks, a mop, car sweeper, shelf, roof jack, clothes rod, screened vent and miscellaneous debris. Inside of 24 x 77-1/2 inch replacement door contains 16-3/4 inch square frame mounted illustrated instructions installed ca. 1917 under glass for operation of Central of Georgia Business Car No. 97 Chicago Car Heating Company dual water circulation and vapor heating systems. Door hardware intact.

Heater Room: Obviously reworked and modified on several occasions;

last modernized 1948. Though not original, heater is old style coal burner; top loading coal fuel bunker still intact with small pieces of coal still in bin. Modernized 1948 to approved fire sheet-metal heat shield installation and thermostat gas operation for forced air heating. Louvered 24 x 77-1/2 inch wood heater door with fire shield backing, door hinges, lock and hardware intact.

Vestibule: Wood construction closed vestibule with rear and side door access, last repainted dark Pullman-S.P. green 1969; many brass fittings painted over, particularly on side door, screen door, ice compartment and hand grab railings. Vestibule rebuilt and variously modified.

Floor: Obviously replaced on several occasions; present flooring is ca. 1920's replacement linoleum, slightly higher than original vestibule floor.

Vestibule: (Continued)

Car end door: Wood frame service door between forward passageway and vestibule with 2 14 x 17 inch windows, 1 sliding. Door hardware intact except original door lock missing; replacement lock pried 1976 while car in storage. Two panel wood frame screen door intact, painted green and restenciled 1970 "Gold Coast" in 2-1/4 inch high gold letters unlike pre-1971 smaller lettering reading "The Gold Coast"; molding replacement required, spring hinges intact. Lace curtains intact. Ca. 1948 door bell button on exterior car post.

Cold storage compartment: 6 Lockers added on left side vestibule ca. 1915-1920 sealing left side vestibule entrance door; wood frame with 5 heavy brass latches, 1 latch missing. Brass latches and catches are painted green. Icing compartment contains wire mesh shelves and single bulb electric fixture.

Vestibule end door: Wood frame with single uncovered 18 x 24 inch glass window. "Gold Coast" stenciled 1970 in gold paint on exterior door panel; stencil oversized to 1948 car name application. Door hardware intact. Door is light weight replacement for original vestibule door.

Vestibule side door: Wood frame with single uncovered 17-1/2 x 30-3/4 inch window; highly decorated brass door hardware, 2 brass hand rails and rail mounts intact: most highly polished 1970, some brass still concealed under heavy green paint. Closed vestibule door with operable spring actuated cover plate pried 1976 for unauthorized entry to car; repair required.

Air signal line fixtures intact.

Vestibule hand brake: Parts intact but non-operative.

Exterior

Underframe: Solid oak throughout; Commonwealth Steel Company cast steel reinforced underframe, platforms and double body bolsters applied December 1917 during major rebuilding of car; the weight of the car was increased by approximately 20,000 lbs.

Beams: 2 Steel dual channel "I" beams 50-1/2 feet long, 4,444 lbs. each, replaced wood center sills 1917.

Floor: Original wood frame.

Cross ties: 2, Cast steel, 400 lbs. each, added 1917; previously wood.

Needle beams: 4, Cast steel, 500 lbs. each, added 1917.

Truss rods: 4, 1-5/8 inches diameter, with turnbuckles.

Underframe: (Continued)

Vestibule platform: 5,600 lb. Cast steel enclosed vestibule platform applied 1917 with 1,750 lb. upright end frame.

Observation platform: 5,900 lb. Cast steel open railed platform, steel side steps and spring actuated drop step platform; applied 1917 replacing previous wood observation deck; 1,600 lb. upright steel end frame.

Accessories

Generator: Gould Electric Lighting System, patented April 11, 1916 for 32 volt DC operation, installed ca. 1917; 40 volt 75 amp capacity generator. Previous car lights supplied by kerosene and Pintsch gas system. Also alternate 110 AC connections.

Heater: Chicago Vapor Car Heating Company vapor system and independent hot salt water circulation system when steam connection is unavailable. See separate drawing.

Water: 2 Tanks, one each side, last cleaned and inspected May 19, 1967; one side has small hole. Tanks stenciled 1967: "Do not bleed water system". Water system air tank serviced May 19, 1967 at Oakland by S.P.

Batteries: 2 Boxes, one each side, capacity 18 batteries, Set No. 2629 E, Type A8H, built December 22, 1947, last serviced August 1969 by S.P.

Storage: 3 Wooden compartments: 1 spare parts, steam and air hoses and miscellaneous fittings; 1 110 volt extension cable connection; 1 water hose compartment, hose missing.

Toilet and drain chutes.

Automatic slack adjuster.

Left Side

Siding: 2 inch exterior beveled edge tongue and groove siding; generally good condition under heavy paint.

Windows: 19, most are double windows, good condition with glasses intact; some with decorative shaded emerald green half oval leaded glass transoms. General cleaning, minor putty attention and paint touch-up required. Minor left side sill damage above WABCO cylinder.

Vestibule side door: Non-operative wood frame door, 2 gold spray painted hand grasps and slightly bent 2 step braced step ladder intact; doorway became non-functional upon interior vestibule ice compartment installation directly behind left side door.

Observation Platform: Cast steel railed structure applied 1917.

Floor: Steel recovered diagonally 1970 by S.P. with replacement black and white checked linoleum identical to 1948 installation.
Railing: Steel posts with grill and brass post caps, hand brake lever, 30 inch high hand side and top railings with center and both side access; brass last highly polished 1970 by S.P.
Buffer: Cast Standard Steel Buffer Co. steel buffer applied 1917; 2 safety grab irons intact.
Steps: 3 Step steel frame on both sides of platform with spring actuated linoleum covered drop plate with hand rails underneath.
Door: Wood frame door; exterior double panel locking screen door lettered "The Gold Coast" removed ca. 1970, missing.
Awning: Black and white striped canvas awning installed 1970 replacing original striped awning applied 1948.
Platform lights and switches, 2 corner post electrified marker brackets with connections, mother of pearl door bell, exposed air line up door post, and replacement rubber platform door mat intact. 1948-54 end door mail box and safety coupling chain and hook missing.

Right Side

Siding: 2 inch exterior beveled edge tongue and groove siding as on left side.
Windows: 19, slightly different arrangement than left side; most are double windows, good condition with glasses intact. Most with decorative shaded emerald green half oval leaded glass transoms intact; former observation toilet window is extremely fragile and requires imminent repair.
Vestibule side door: Functional single windowed wood frame closed vestibule door with 3 step entrance, spring activated interior floor covering plate intact with hand rail underneath. 3 brass hand rails intact; last highly polished 1970 by S.P.

Vestibule Platform: Cast steel Standard Steel Buffer Company and buffer applied 1917. Single windowed end door stenciled "Gold Coast" 1969, 2 bottom end grab irons, foot step and hand grab intact. 2 inch tongue and groove sheathing as on car sides. Remnants of 1970 dummy plywood and foam rubber end door diaphragm surround door; car never had vestibule diaphragm 1948-69. Gibbs Loeffelholz Company electrical connector. Non-electrified corner post marker brackets, air line and valve intact.

Clerestory: Wood frame full-length clerestory, 24 screened windows, 15 forced air vents and 1 kitchen fan vent. 1 screen frame missing.

Roof: Wood frame covered with tin and tar; roof jacks: stove, 1 kitchen stove vent, 2 toilet vents, 4 1885 Kirby-marked interior wall-mounted kerosene lamp vents, coal bunker, heater vent and ceiling Pintsch gas lamp vent remnants. Ca. 1917 added exterior ceiling electrical conduit intact, functional. End door roof water diverters intact.

Trucks: 2, 6-Wheel wood frame trucks with steel reinforced face plates built or rebuilt 1905 at the Central of Georgia Railway Savannah, Georgia, Shops. Likely replacement trucks for 6-wheel wood frame originals.

Truck bolsters: Wood with 1905 steel face plates.

Pedestals: 12, Marked Central of Georgia MCB B348 with 1969 S.P. stenciled pedestal numbers.

Springs: Double elliptic, ca. 1917 replacements.

Journal boxes: 5 x 9 A.A.R. axle and Symington journal box covers; last R.P.K.D. S. P. Oakland May 19, 1967.

Wheels: 36 inch steel wheels, good condition.

Check chains: 8, Intact.

Truck builder's plates marked "Built at Company Shops Savannah 1905"; 8 required: 5 intact, 2 unmarked replacements, 1 missing.

Air Brake Equipment: Westinghouse Air Brakes, cylinder, reservoir, triple valve, lines, 1960's S.P.-replaced hoses and rigging intact and operable. Hand brakes require repair. Train line couplings include WAB hoses, air signal line and Vapor Car Heating Company steam heads.

Draft Gear: Sharon and replacement Standard Coupler Company apparatus and uncoupling lever; operable.

Color Scheme: Last painted 1967 by S.P. to dark green body and trucks and black roof and underframe; trucks and most underframe equipment white stenciled with equipment names, renewal dates and safety instructions. Arbitrarily selected gold side lettering size and S.P. Style reads "Central of Georgia" on letterboard, "Gold Coast" in center of car siding and "C of G 97" on car siding

Color Scheme: (Continued)

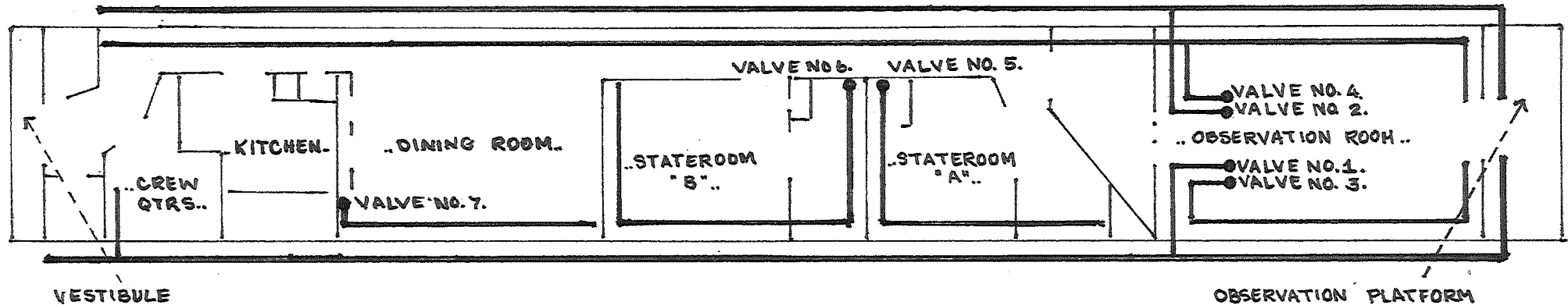
directly above truck center pins. While in service by Beebe and Clegg 1948-1954, car never had this type or style lettering; letter-board read "Georgia Northern" and sides carried "100 The Gold Coast 100". Prior to several coats of post-1948 dark green, car body was completely painted bright apple green preceded by a bright, vivid red! Careful layer by layer paint removal on the well preserved exterior wood work will unquestionable reveal 80 years of unusual color history, numbering and striping schemes variously applied to the business car.

GEORGIA NORTHERN R. R.

PRIVATE CAR NO. 100

"THE GOLD COAST"

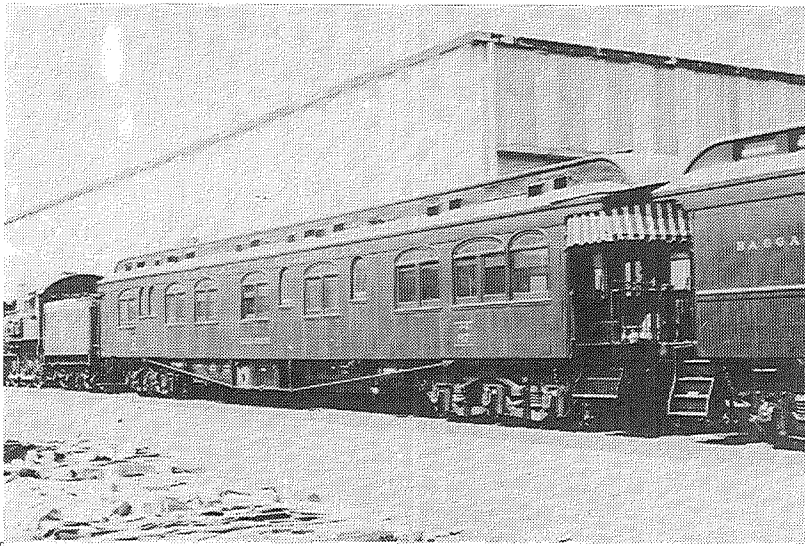
1890's



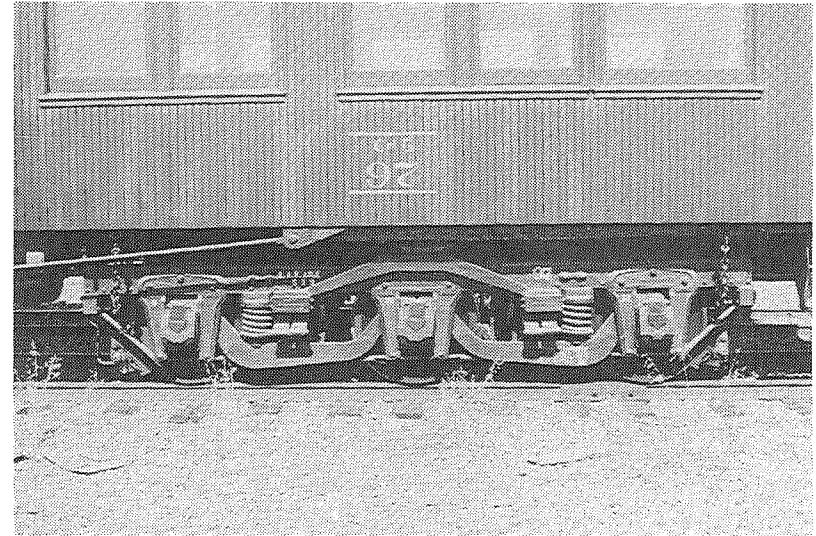
Location of Chicago Vapor Car Heating Company

System valves and vapor heating coils.

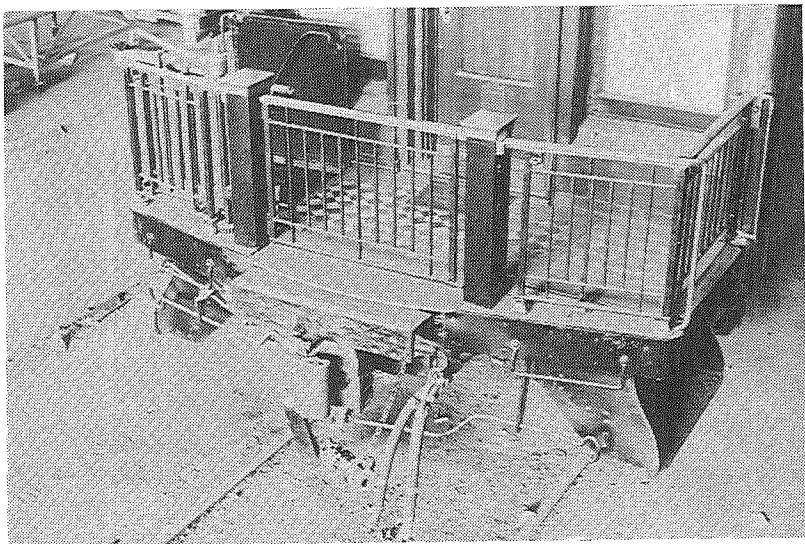
B. K. King
August 1976



Sacramento, California, June 15, 1976



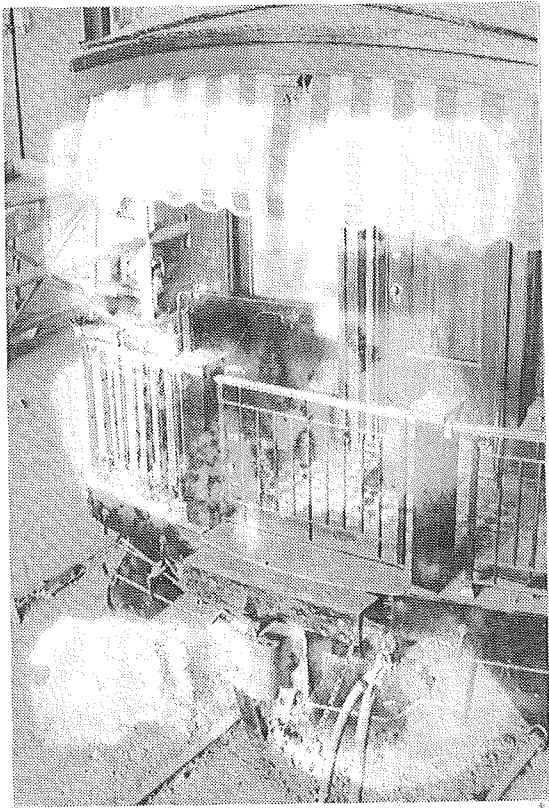
Six wheel truck



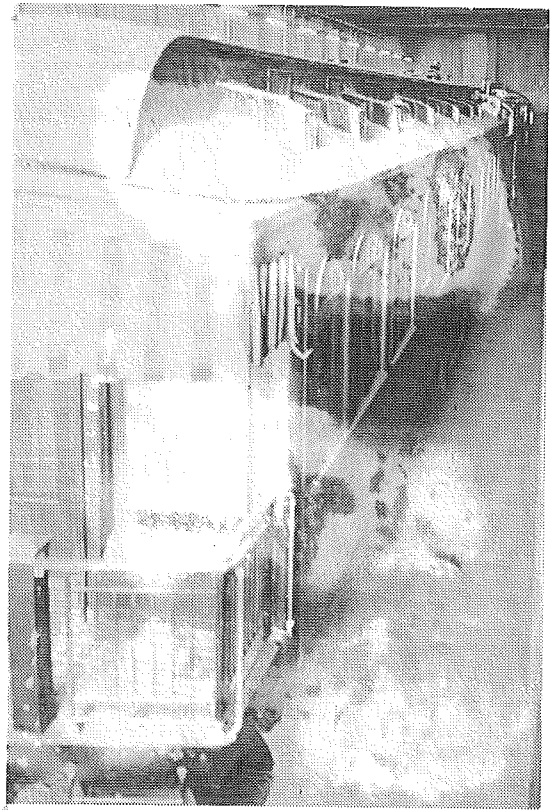
Observation platform



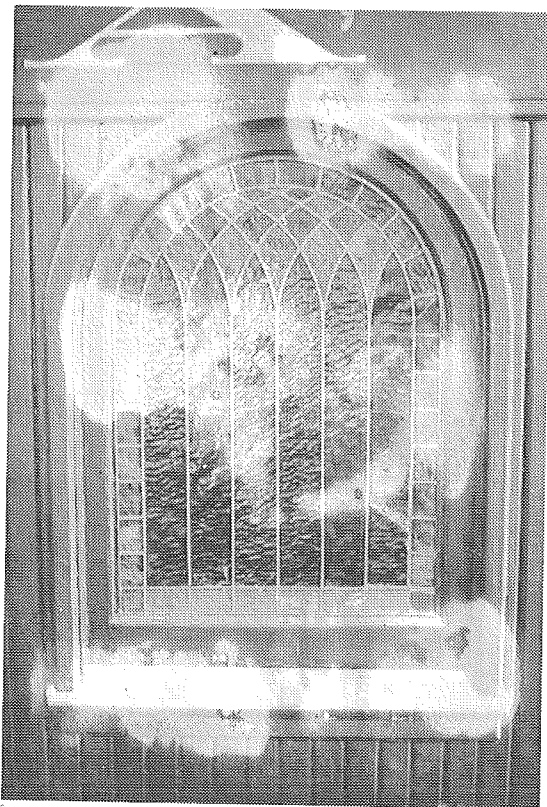
Central of Georgia truck pedestal



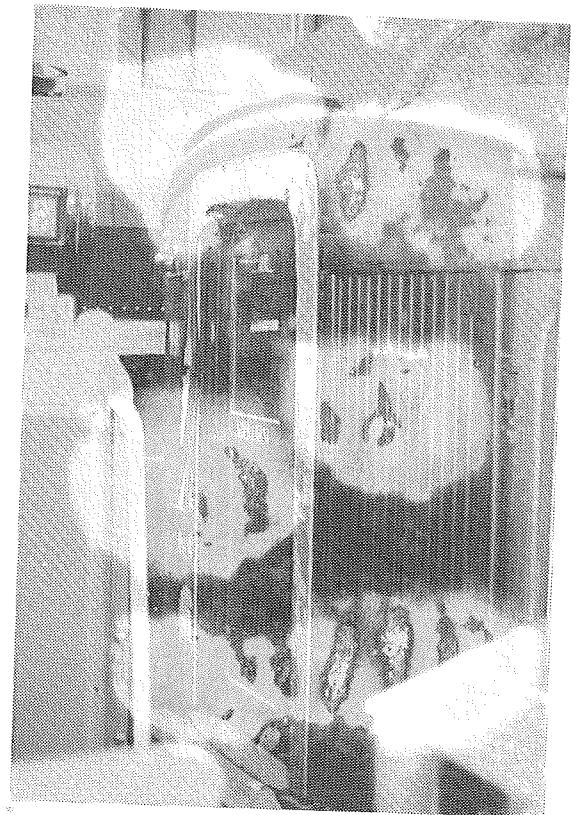
Observation end



Wood-sheathed side



Leaded emerald glass



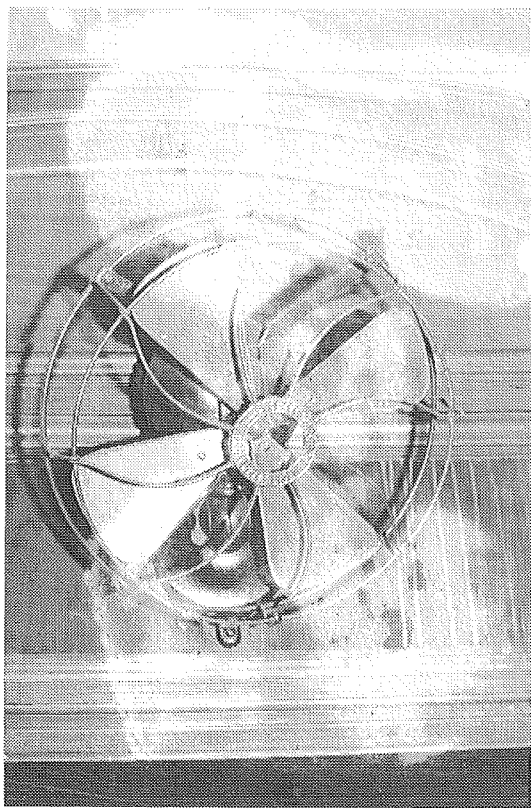
Vestibule end



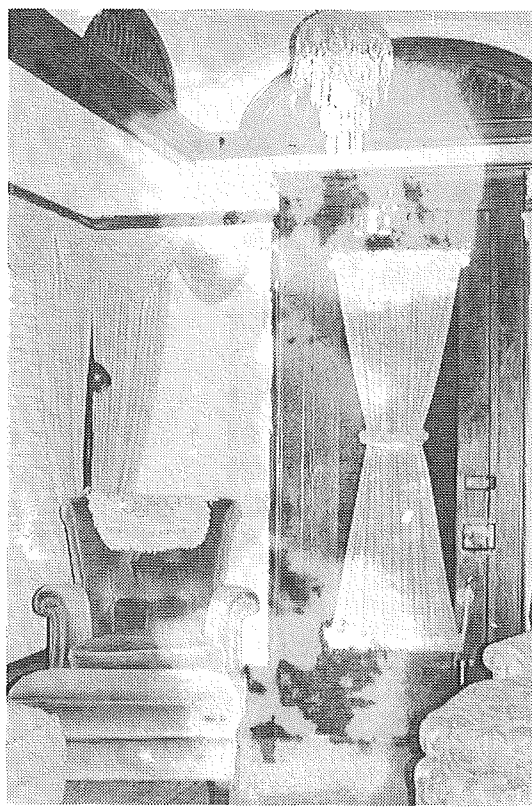
Observation room desk



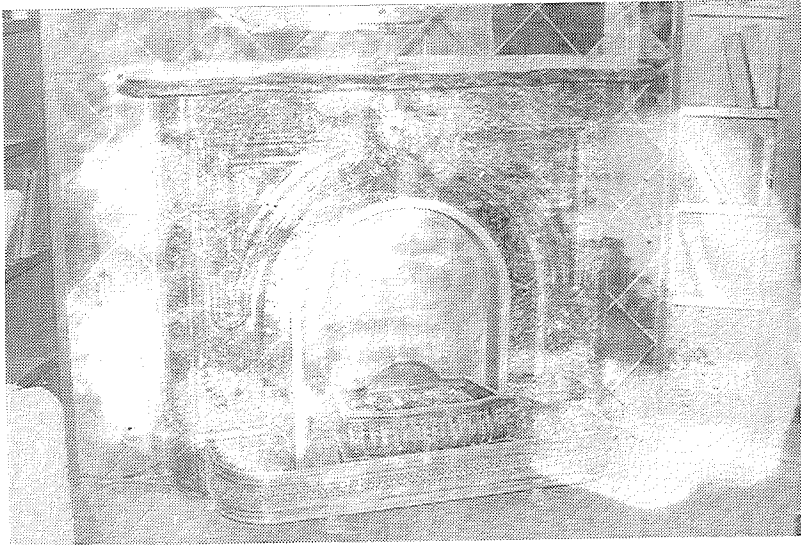
Observation crystal chandelier



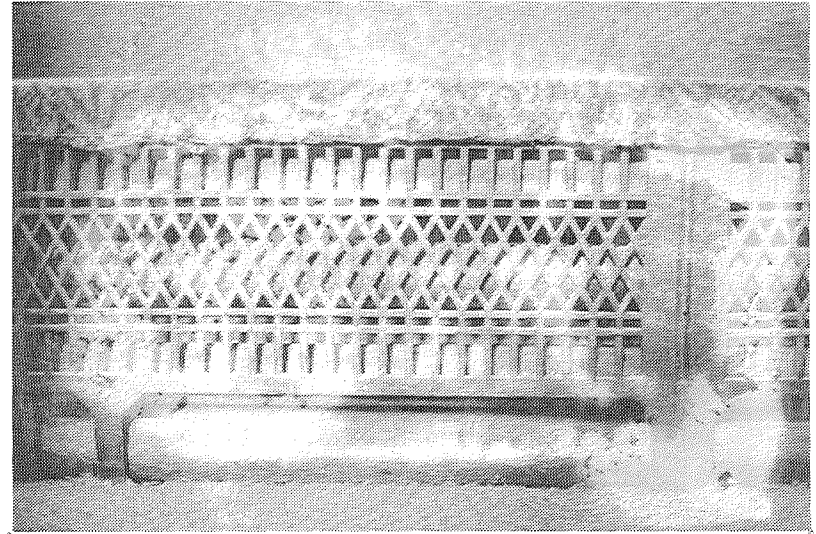
Jandus electric fan



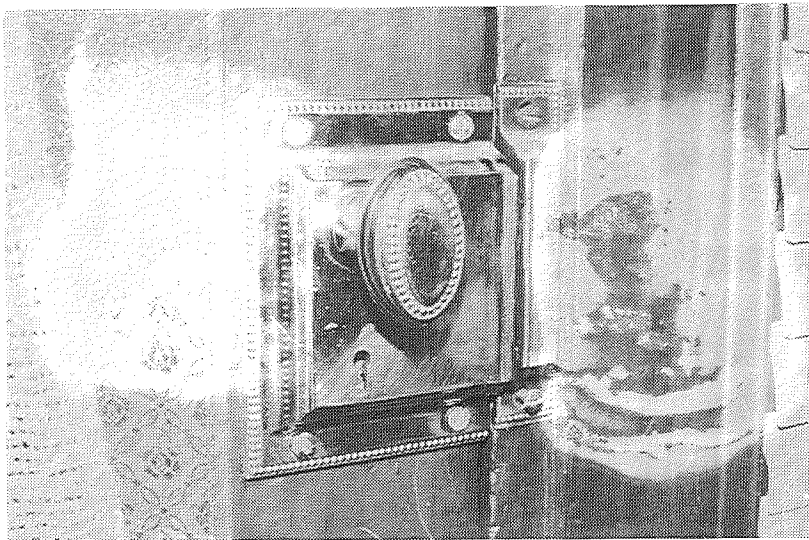
Observation room



Simulated marble fireplace



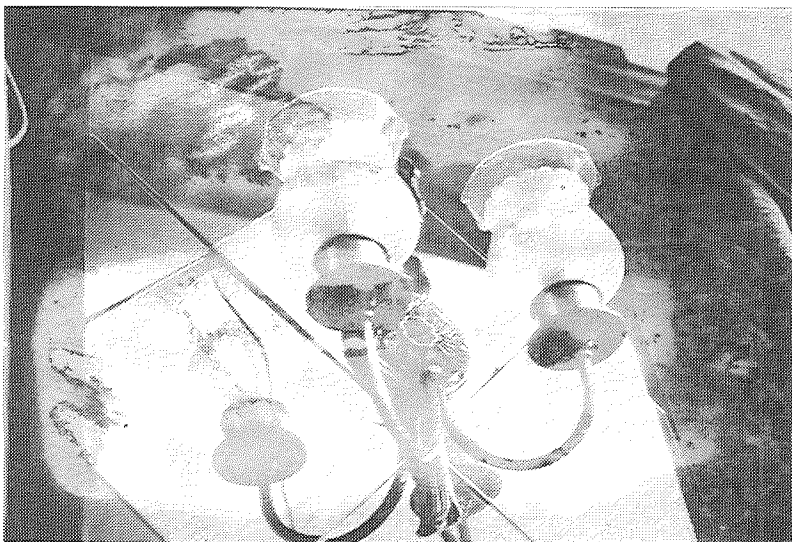
Brass steam heat grill



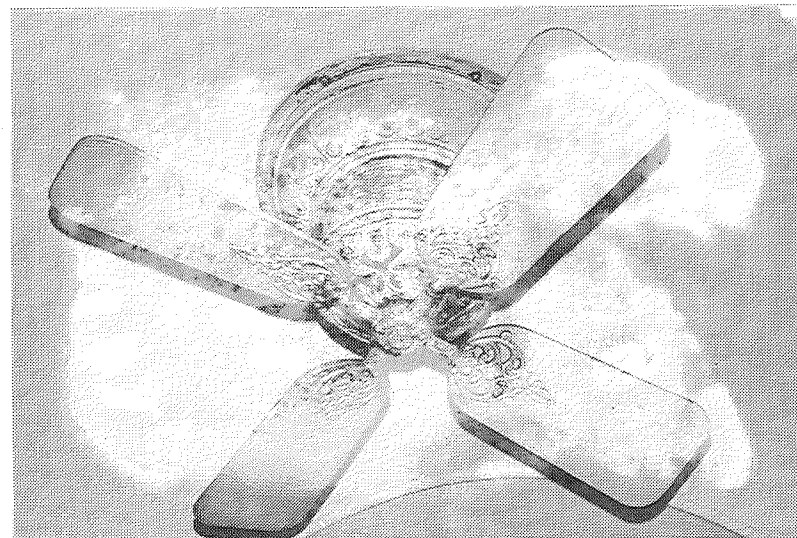
Brass observation door lock



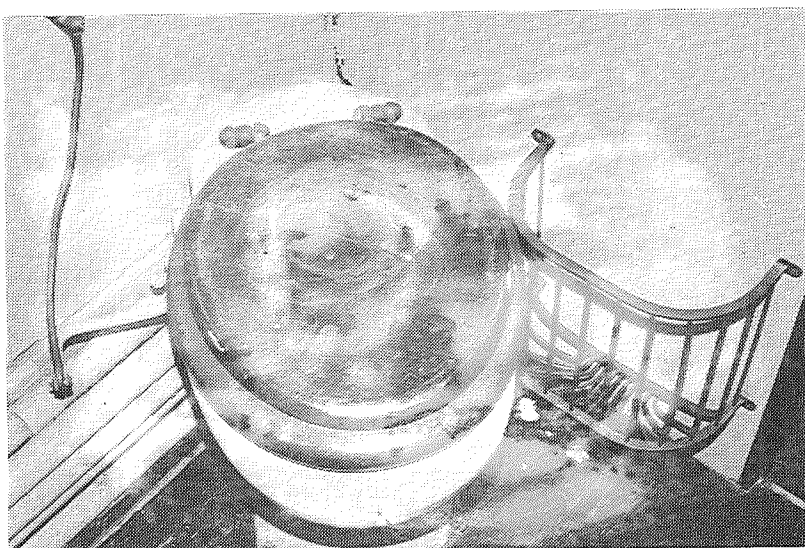
Printed antimacassars



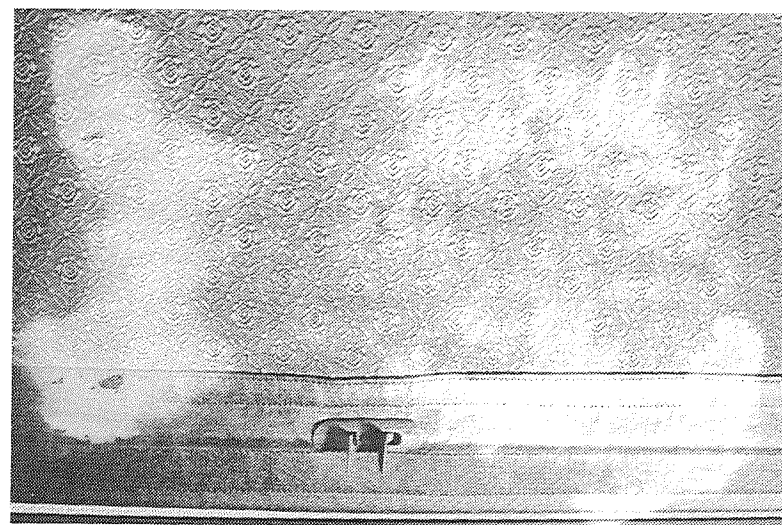
Dining room wall sconce



Stateroom "B" ceiling fan



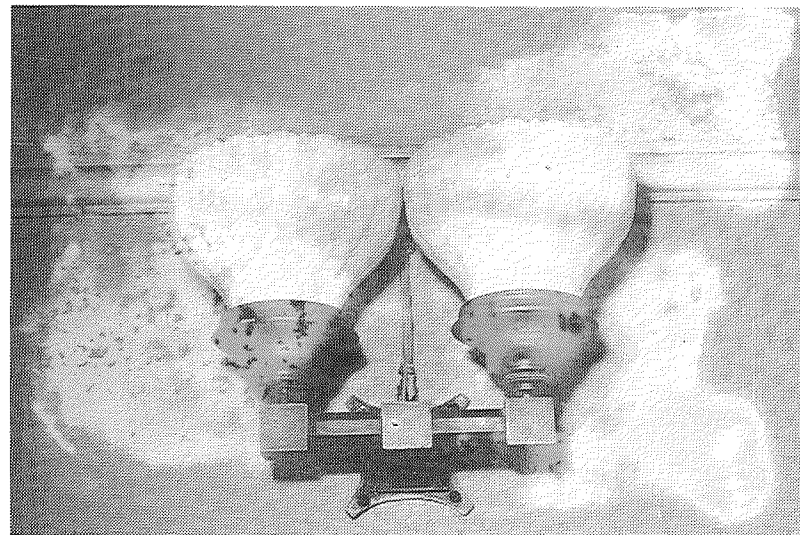
Stateroom "B" toilet



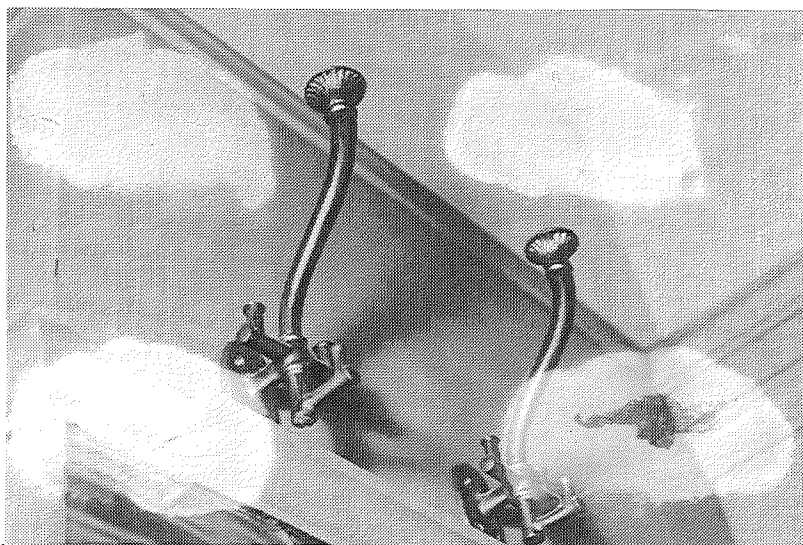
Rose-patterned window shade



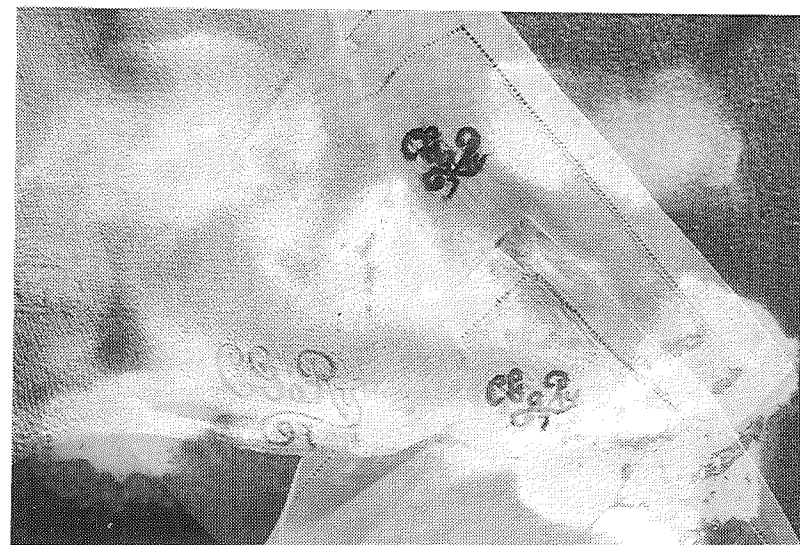
Service entrance screen door



Brass wall electric fixture



Brass hat and coat hooks



Embroidered car linens



Pintsch gas fixture



Dayton nickel basin



Porter's quarters



Kitchen range

III. RESTORATION RECOMMENDATIONS

This car was purchased by Lucius Beebe and Charles Clegg in 1948 and was brought west by them from its previous home in the State of Georgia. At Reno in 1948, the former railroad company business car was converted to a private car and christened "The Gold Coast". Restoration of this car to anything other than its redecorated 1948-1954 appearance as "The Gold Coast" will likely destroy the western historical appeal, significance and uniqueness which this car presently enjoys as part of the Old Sacramento California State Railroad Museum. "The Gold Coast" is one of the few collection exceptions to the usual long range original or as-built restoration recommendation. Display renovation of the car to any one of its pre-1948 appearances as a Georgia railroad business car would be costly and the body of historical data presently available regarding the car is insufficient to insure a thoroughly well documented restoration. In addition, many of the car's early ornate interior furnishings were one of a kind and are now non-existent. The restoration of the car to its 1890's as-built appearance would require a major reassembly and rebuilding in order to achieve a complete wood body, underframe and wooden platformed car independent of its present contemporary structural cast steel additions.

The car in its current condition most closely approximates its 1948-1954 appearance and restoration of the car for public display should be directed towards cleaning, repainting, enhancing and otherwise faithfully recreating its optimum fully restored 1948 "Gold Coast" appearance. The car is reasonably presentable as is with minor cleaning and the further restoration of its accurate 1948 appearance could readily be accomplished over an extended period with the aid of a modest budget as other museum restoration projects and time permit.

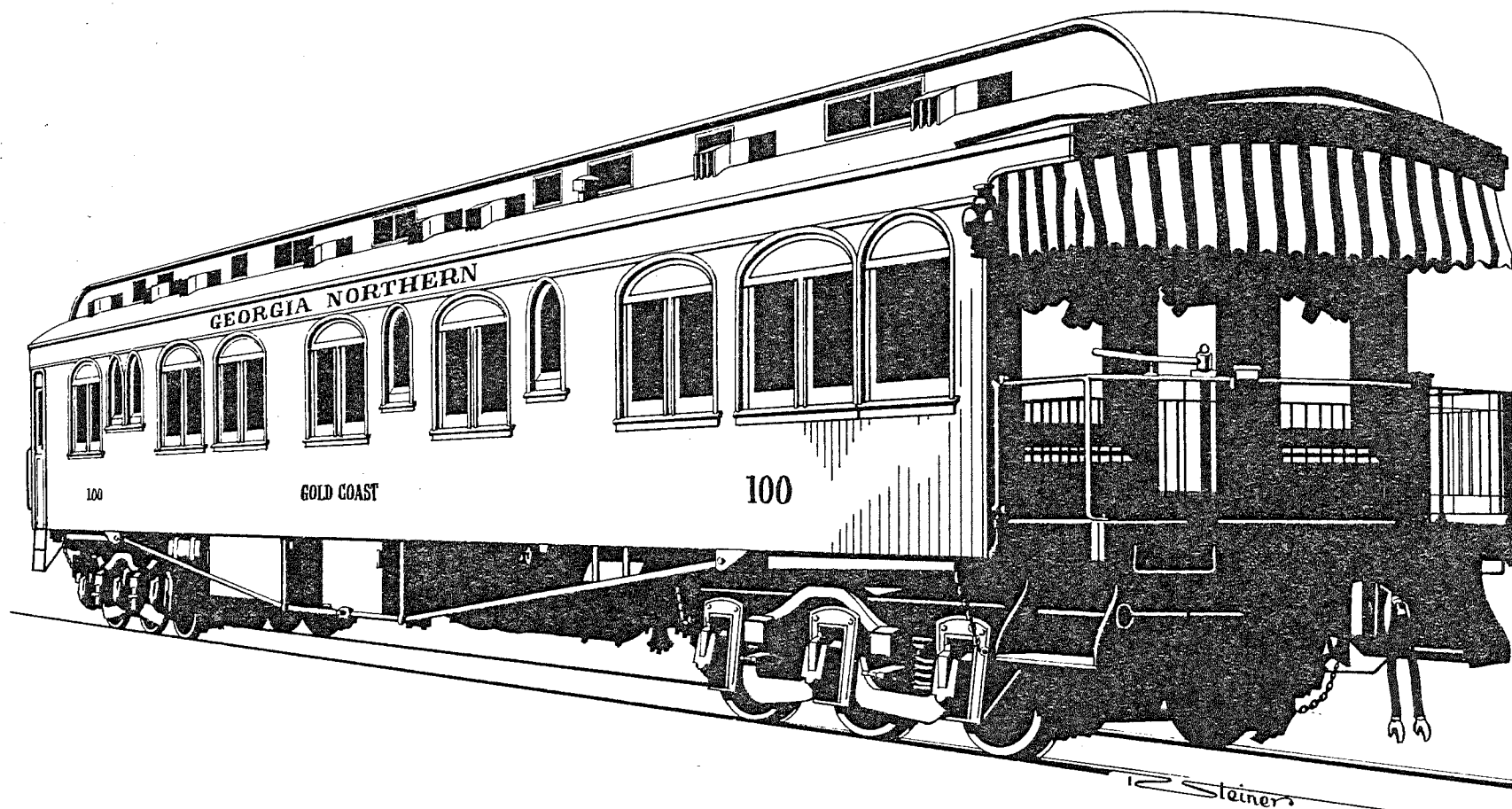
For maximum exterior display viewing, platform level public ramps will be most effective if placed along the left or stateroom side of the car; in this way the general public will have an opportunity to more closely examine the interior compartments and their distinctive furnishings as viewed through the numerous large windows. Constant visitor traffic through the car would be difficult to control and provide adequate supervised historical interpretation for; direct interior public access is therefore discouraged.

The car's 1890's era mahogany interior finish and 1948 redecorating have resulted in a generally dark or subdued interior appearance. During restoration, professional color consultation will be essential so

as not to upset the car's present coordinated color balance and intentionally dark visual impact. Connection of the inside car lights will be essential for proper public viewing.

Items requiring attention for historically accurate 1948 period restored display:

- Thorough washing, cleaning, waxing, polishing and buffing as required throughout
- Steam clean carpets and upholstery
- Clean and press all curtains, draperies and linens
- Relead emerald green clerestory and car side windows as required
- Plaster Empire ceiling cracks and repaint
- Secure additional "The Gold Coast"-marked antimacassars or manufacture identical cloths to amply furnish car
- Set up dining room with filled china cabinets and a fully set table of china, crystal, silver and linen for maximum display impact
- Set up appropriate kitchen cooking utensil display for functional galley appearance
- Professional consultation on proper full restoration of antique leaded glass mirrors; restoration or probable replacement of 1948 8-inch square wall mirror panels
- Unstick doors, windows, etc.
- Quality replacement of missing or inferior fixtures, brass fittings, etc. as noted
- Complete exterior cleaning, striping and repainting and proper 1948 relettering as Georgia Northern No. 100 "The Gold Coast"; suggested prior layer by layer exterior siding and letterboard paint striping to document car's historical previous appearances
- Complete brass, silver, nickel and chrome polishing
- Removal of dummy vestibule diaphragm remnants
- Future consideration of possible interior inlaid mahogany restoration in repainted compartments as an appropriate complement to the car's 1890's era of construction and its Victorian "Gold Coast" furnishings
- Transformer connections for conventional 110 volt electric operation of 32 volt lighting system
- Appropriate observation and lighted exterior marker lights
- Acquisition of additional observation-lounge-drawing room furnishings to complete 1948 remodeled appearance as noted.



CENTRAL OF GEORGIA RAILROAD
OFFICER'S CAR NO. 97, "THE GOLD COAST"

by
Fred Winik

California State Railroad Museum
Department of Parks and Recreation

March 29, 1979

PREFACE

The following report should be regarded as an addendum to the Equipment Restoration Feasibility Investigation conducted by Stephen E. Drew and William A. Oden. That study, completed in 1976, contains detailed histories and component analyses of several pieces of rolling stock, including Central of Georgia No. 97, "The Gold Coast". Rather than duplicate that material, the following update summarizes the avenues explored and information uncovered since the Drew-Oden report appeared.

The most elusive element in the history of "The Gold Coast" is the date and place of its construction. From its current display in the Central Pacific passenger station, it can be traced to Carson City, Nevada, where it served as the private car of Lucius Beebe and Charles Clegg. From there, the trail leads to Moultrie, Georgia and the Georgia Northern Railway, and finally to the Central of Georgia Railroad where, in December of 1905, it is first listed as Officer's Car No. 97.¹ No earlier documentation of it has been found.

Although not confirmed by documentary evidence, the personal recollection of W. L. Pippin, President and General Manager of Georgia Northern, is suggestive in this context. Pippin was present in 1946 when Georgia Northern acquired the car, and again in 1948 when they sold it to Beebe and Clegg. He believes that the car was built around the turn of the century at the Central of Georgia shops in Savannah for the company's president, Anson Wright. It was built, Pippin says, "primarily for entertainment".²

In order to corroborate this information, letters have been sent to several rail fan organizations in Georgia, asking for assistance. No answer has yet been received. Photographs of Central of Georgia private and business cars have also been ordered from the Jackson and Sharp collection in Delaware. It is conceivable that significant data may be found in the Central of Georgia's annual reports for the early part of this century. Unfortunately, no copies

1 The Official Railway Equipment Register. The Railway Equipment and Publication Co., New York; December, 1905.

2 Telephone conversation with W. L. Pippin, February 26, 1979.

have been located within reasonable proximity, and to effectively sift the material at a distance by proxy is virtually impossible. Should this line of investigation be pursued in the future, however, the Georgia State Archives and the Georgia Railroad Commission are obvious starting points.

In 1916, the Central of Georgia secured bids for the application of steel underframes to their three Officer's Cars Nos. 97, 99, and 100. The winner of the bidding was the Commonwealth Steel Company of St. Louis and, in the hope that some useful information might still be found in their files, efforts have been made to contact the firm. The result is that, although Commonwealth was absorbed by General Steel Industries after World War II, GSI's engineering division has located the 1916 blueprints for the steel platforms, double body bolsters, and anti-telescoping end frames which were supplied to the Central of Georgia, and has agreed to send us copies of them. It is possible that the drawings may refer to the original construction dates of the cars.

Recent physical examination of "The Gold Coast" in the passenger depot has revealed no new information. The paint layers on the car exterior, beginning with the outermost coat, are dark green, light green, red, then dark green. All the layers are fairly thick and well-preserved. The number "100" which the car bore on the Georgia Northern and in Carson City is visible under the "97" applied by Southern Pacific in 1967. According to W. L. Pippin, the car was Pullman green on the Central of Georgia, light green on the Live Oak, Perry, and Gulf, and then dark green on Georgia Northern. With the addition of the red layer, those are in fact the colors which appear on the car.

Given the generally good condition of the exterior paint, it might be possible to expose the identifying marks and decoration on the underlying layers through careful scraping. The salient interpretive value of the piece, however, lies in its representation of an opulent private car, as re-created by Beebe and Clegg. At the time of their ownership, the car was dark green and lettered Georgia Northern 100, "The Gold Coast". In light of this, it seems of little value for display purposes to undertake extensive archeological work on the car at this time. If "The Gold Coast" is to be displayed as Beebe's and Clegg's private vehicle, it needs to be patched, painted, and relettered to its Georgia Northern designation. This would seem to be the most feasible restoration option in terms of time, cost, and effective interpretation.

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ADDENDUM

Add this sheet to the Preliminary Restoration Research Report Central of Georgia Railroad Officer's Car No. 97, "The Gold Coast".

"The Gold Coast" was one of the last pieces of equipment restored by the Museum Restoration Shop and was completed just prior to the opening of the California State Railroad Museum. The limited research staff and time constraints prevented the accomplishment of a final report of the restoration.

Restoration consisted in the main of researching exterior paint layers and lettering and a thorough cleaning of the interior. Records of paint layers and lettering are in the museum archives.

Following the paint research the car exterior was painted with Dupont Dulux "Pullman Green".

On page 5 of the above referenced report, add the notation "See Addendum" and file this sheet with the report.



Dick Denison
California State Railroad Museum
(Former Supv. Restoration Research)